

# U.S. Coast Guard

National Publication of the United States Coast Guard

DEC 3 1940

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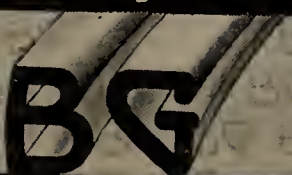




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"I HAVE seen the U. S. COAST GUARD MAGAZINE come along since it was launched in 1927," writes a retired Captain from the Coast Guard, "and I am firmly convinced that you have something there no other branch of the Service has."

"You have a paper with appeal to the whole Service, a most diversified field, officers and men, cutter men, surfmen, lighthouse men."

"You seem to have exploded the fallacy that there must be one sort of paper for officers and another sort for men; something high hat for gold lace, something lighter for men."

"Standard publications on any newsstand are read by millionaires and by bootblacks. Enlisted men these days are interested in technical articles by officers. Lieutenant Harrington's article in a recent issue presented a case in point. It belonged in an officer's paper and it also belonged in an enlisted man's paper."

"As to the lighter stuff, many great minds read light stuff and, personally, I wouldn't give two bits for an officer who is not interested in what his men read."

"You're producing a fine paper; keep it up."

### BELIEVED WHAT HE WROTE

"For the past few issues I have been reading," writes Mrs. Clare Huntington, Scranton, Pennsylvania, "the fine patriotic editorials by Harvey L. Miller."

"They were most inspiring. Now that men are being called, drafted and volunteer, will Mr. Miller continue to write along those lines? I enjoy that sort of urge to service to our country but often wonder if the class of fellows that write also answer the call."

[EDITOR'S NOTE: Mr. Miller will continue to write for these pages along the lines laid down in recent issues. However, his contributions will come from various points. He is a Lieutenant Colonel in the U. S. Marine Corps Reserve, a veteran of over 22 years' service. His battalion was among the first to be called. He is 52 years old and not worried about draft calls. Neither was he hesitant in World War I. Before there was talk of drafts in 1917, Miller returned to the naval service on the day the United States declared war on the Central Empires.]

### FLIGHT LETTER

"DEAR ED:

"As an Aviation Pilot, I would like you to know my opinion of the suggested restriction of the duties and liberties of the AP's in the Coast Guard. I consider it not without due cause, but think that the removal of the cause would be a better remedy than the above suggestion. This, of course, fits in with your

## U. S. COAST GUARD

THE NATIONAL PUBLICATION OF THE  
UNITED STATES COAST GUARD

DECEMBER, 1940

Volume 14

Number 2

Office of Publication: 3 Church Circle, Annapolis, Md. (Phone Annapolis 2332.) Published Monthly. The Capital-Gazette Press, Inc. Entered as second-class mail matter November 1, 1927, at the Post Office, Annapolis, Md., under Act of Congress, March 3, 1870.

President: Talbot T. Speer.

Business Manager: Frank McShane.

Editorial Office: 458 Indiana Ave., N. W., Washington, D. C. (Phone National 4245.) Edward Lloyd, Editor, 3 Church Circle, Annapolis, Md. Harvey L. Miller, Contributing Editor.

Circulation Office: 458 Indiana Ave., N. W., Washington, D. C. (Phone National 4245.) J. E. Sawaya, Circulation Manager.

New York Advertising Office: 1032 Chrysler Building, New York City. (Phone Murray Hill 6-1118-9.) Jack Eaton, Advertising Manager; Charles R. Andrews, Special Representative.

Subscription Rates: Three dollars the year. Twenty-five cents the copy.

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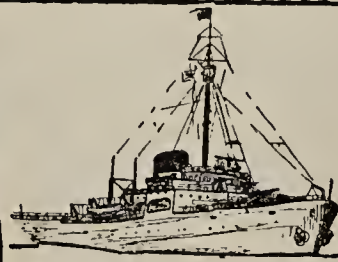
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opinion that more careful selection of candidates may be in order. The enlisted pilot should be primarily a mechanic, capable and willing to hold down his rate as an aviation machinist's mate and, secondarily, a pilot. Actually, this is no different than our commissioned pilots, for each is first an officer with an executive duty to perform and secondly is a pilot. Our senior commissioned pilots find little time to fly, due to the absorbing nature of their positions. I worked many years in Coast Guard aviation to attain my present position and I'd hate to see another's conceit or lack of initiative spoil it."

"Sincerely,  
\* \* \* \* \* "WINGS."

### RESERVE

"Since I have read so many articles by you in the COAST GUARD MAGAZINE and found them interesting, I am taking this opportunity to forward you the following suggestion in order that you can rewrite it in your own words for the next issue of the Magazine.

"The suggestion is an answer to the article regarding 'Shortage of Commissioned Officers,' on page 3 of the October issue of the Magazine. There are probably quite a number of Chief Boatswains, Chief Machinists, Boatswains, Machinists, and other enlisted personnel who held Master's, Mate's or Engineer's licenses for all oceans and served on their tickets prior to coming into the Coast Guard service. Therefore, why not have these men, provided that they have served at least 10 years in the Coast Guard service and retained their license issued by the Bureau of Navigation and Inspection, transferred to a Military Coast Guard Reserve and issued temporary commissions according to the grade of license which they now hold for the duration of the present emergencies.

Masters. ....Lt. Comdr.  
 Chief Mate. ....Lieutenant  
 Second Mate. ....Lieutenant (j.g.)  
 Third Mate. ....Ensigns  
 Chief Engineer. ....Lt. Comdr.  
 First Asst. Eng. ....Lieutenant  
 Second Asst. Eng. ....Lieutenant (j.g.)  
 Third Asst. Eng. ....Ensigns

"And for all who have served less than 10 years in the Coast Guard, grant them temporary commissions as Ensigns, providing their licenses are still in force and not cancelled by the Department of Commerce. Be sure that all these licenses are not limited but are for all oceans and unlimited tonnage.

"Yours truly,  
\* \* \* \* \* "ANONYMOUS."

### SHRUB

"The following poem was written here by a girl here in Bristol, R. I., who is an admirer of the boys on the U. S. C. G. *Shrub*. Will you please publish it in your column?"

"THE BOYS OF THE SHRUB."

TO THE COAST GUARD

By ROSE DELUCA

Gather round me everyone  
 And listen while I tell  
 The story of the Coast Guard  
 And the boys I know so well.

They work when there is work to do,  
 And play when that is done  
 With the girls who go to see them  
 And whose hearts these boys have won.

Since they've been in the Coast Guard  
 They've learned so many things,  
 Like how to win a maiden's heart  
 Without attaching strings.

Now I must say the Coast Guard  
 Has many fine young men,  
 Since there is nothing else to tell  
 I'll say—this is the end.

\* \* \* \* \*

### LIGHTHOUSE LETTER

"It has been my privilege to read the many letters in 'THE MAIL BUOY.' Two of them appealed to me, one entitled 'No Advantages,' the other 'Lighthouse Service,' both very good letters.

"It is discouraging to the many faithful men in the Lighthouse Service who have given their best and devoted their time to saving life and property, to be kept guessing about their future in the Coast Guard.

"I have always been a great friend of the lighthouse keepers, along with millions of other people. They are the men who have guided our ships and saved many lives. So why not give them what they have earned? These men have always been able to maintain their own stations and carry on their work satisfactorily to their superior officers. Give the boys credit, and give them what is due them, especially the older ones. Let them know something more about their future status in the Coast Guard.

"A FRIEND OF LIGHTHOUSE  
KEEPERS."

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# Holiday Greetings From The Admiral

By REAR ADMIRAL R. R. WAESCHE, U.S.C.G.,  
Commandant, United States Coast Guard.

**T**O ALL MEMBERS of the Coast Guard, the Coast Guard Reserve, and their families, and particularly the newly enlisted men that are rapidly filling the ranks of our expanded service, I extend Christmas Greetings and best wishes for a Peaceful New Year.

**I** REALIZE the sacrifices that the men and women of the Service are making as a result of the increasing responsibilities thrown upon them, but if each one will bear his full share of the burden, work in harmony with his teammates, and practice the Christmas spirit of good-will in all his official acts, the load will be lightened, and the Coast Guard will have a Prosperous New Year.

**T**O THE Coast Guard families who are separated at Christmas time by reason of official duties, I send a special greeting with the hope that the thought of duty well done will compensate in a measure for the separation during the Holiday Season.





# My Son Has Gone!

*A Mother Thanks Her God For Showing The Way And Her Letter Inspires Some Comment On Service To The Flag*

By HARVEY L. MILLER



JOHN PAUL JONES, "Surrender? I have not yet begun to fight!" will again be the spirit of America. At the right—Hand to hand fighting in the sea battle between the Bon Homme Richard and the Serapis.

"MY SON," writes Mrs. Karl J. Huntzinger, of Milwaukee, Wis., "has gone away to join either the Army or the Marines. He doesn't like the water or he would have taken the Coast Guard, for which branch of the Service we have a great regard here on the Lakes.

"I want you to know that the editorials in the U. S. COAST GUARD MAGAZINE, which we have been reading since July, impelled my boy to report to Uncle Sam. He is not yet 19. He went with my blessing because I believe it is about time we woke up.

"This military training is going to do American youth a great good. My boy will benefit by it. He is a fine boy. Does not drink. Likes to go to church. He's a handsome strapper. Most of his boy friends are like him.

"We parents have been doing what we thought was a good job. What has been the result? It appears now that, as American citizens, we built up a flock of four balls. Somewhere along the process of development we missed the bus. We did not make patriotic American men of them. There seems to have been too much leaning toward the pleasures afforded by our country; not enough realization of the duty we owe our country. It hasn't been all the kids' fault. The parents and the school teachers are chiefly to blame.

## FEDERAL BENEFITS

"Note the benefits youth has had from the Government in recent years. What do they do in repayment for these favors? There was that disgusting meeting on the White House lawn, heckling the hand that fed them. Possibly Hitler, Mussolini and Company have the grand idea that there is a wide yellow streak running up a lot of young American backs.

"Our young ones have been our problem. We have made a mess of it.

"Now it is Uncle Sam's problem. He'll handle it by military training. Our boys are to learn the meaning of discipline, of Americanism. They are to learn to think of something besides themselves.

"Today my boy left. Tonight I shall get down on my knees and thank my god for the chance I have to see my boy made into a patriotic American man and, while I'm praying, I'll ask Him to forgive me for the mistakes I have made."



That's what you might call a letter straight from the heart. The lady is seeing the light as clear as day.

We hope the draft law's present 1945 time limit will be removed. We hope military training will become part of American life for all time. The minimum age limit should also be reduced. It ought to be so that when a lad leaves high school or college he undergoes his military training before he embarks on a career or gets married. Then we'd have a nation made of men who know what it means to be an American. Too many now believe forefathers like Nathan Hale were just saps unlucky enough to get caught.

We hope the registration of American youth in time of "peace" marks the end of an era. We have been taking safety and security for granted, letting George do it, hoping somebody else would protect the land in which we play around.

## EVERYBODY'S JOB

Now national defense is everybody's job. Our youth has changed since 1917. These pages predicted the volunteer system would be a flop. It has been. There was no hip-hip-hurrah surge to the recruiting offices like we had in World War I. Kids these days are too far on the smart aleck side with just too much wise guy class to wear a uniform, but certainly, in many cases, lacking the patriotism, manhood and plain guts that goes along with it.

Then, too, folks in the South and West where times were tougher than in the East, were providing too large a percentage of the recruits for the regular services. The industrial East, where times were better, did a lot of s'ar gazing and lolly-gagging about peace and security.

Crazy and unfair was the suggestion that boys of the type who went into the CCC and the WPA should be the ones to be hustled into the Army, there to serve in defense of draft duckers, too well fixed and too cute to get into uniform.

The draft was the thing to equalize the load. The volunteer system, even if it did work, would have been unfair.

The draft, get this, is not popular yet. It will be when the fellows who served come home and start putting the bee on the boys who did not. Those who served and received benefits by so serving will be like fellows out of the regular service in their attitude toward guys who have no use for uniforms.

## BLAME OLDSTERS

In a way you can't too greatly blame American youth for obvious lack of patriotism. It has been a screwy age with many dizzy ideas rampant. Jobs have not been plentiful. The world has been upside down. Abroad nations are at each other's throat in battle so horrible that many young fellows are frankly afraid of getting into it.

It has not dawned on most of them that a good way to stay out of it is to be so powerful that you will not be invited to take a hand in the scrap. War has been shown as a stark and horrible thing. There is no glamor or glory to it. So with all these things adding up American youth just adopted a "What the hell" attitude and forgot that this is the only country worth living in and that it is in danger of being attacked by those who would hand unprepared American youth a worse beating than American youth could possibly be called upon to take in actual combat.

It does not require going out on a limb very far to predict that the 1940 "peace time" draft will go down in history as the greatest achievement of the Roosevelt Administration because it is

(Concluded on Page 23)





# Washington Whirlpool

— Being the Results of Observations and Interviews Within the Service —

By EDW. LLOYD



## GRUMMAN AND WRIGHT

IN THE PAST month the names of Grumman and Curtis-Wright have moved rapidly into the Coast Guard spotlight, Grumman because of attention focused on the new "Widgeon," and Curtis-Wright because of that company's prominence in aircraft engine progress.

The new Grumman amphibian, known as the "Widgeon," successfully passed through a series of trial tests and several of these planes will be delivered to the Coast Guard immediately.

The Wright Aircraft Corporation, manufacturers of a majority of the engines used in Coast Guard planes, has stepped up its scale of production in a manner that has eased the minds of Federal authorities who feared the dangers of a bottleneck in this plant which figures prominently in America's national defense program.

The Grumman "Widgeon" is a four-place amphibian which includes many safety characteristics not heretofore found in all other Coast Guard planes. A twin-engined job, it handles easily on one engine. It is metal riveted; has five watertight compartments; one gas tank in each wing; has a wing area of 245 square feet and is 31 feet long. Cruising speed is between 138 and 150 miles per hour, with a ceiling of 15,000 feet.

The "Widgeon" represents a school of thought that has many adherents in Coast Guard aviation. The cruising range of 750 miles represents what many fliers believe is a sane and sensible feature for planes that are to do coastal work, not deep-sea work. This characteristic does away with the excess weight that is the curse of all large planes which carry much gasoline in order to have lengthy cruising characteristics. One type of plane now being used by the Coast Guard has a cruising range of almost 2,500 miles. It is believed that there is a definite trend away from such grandiose cruising ranges and that the "Widgeon" is really the stopgap in the Coast Guard's present emergent need for planes.

Because of the sudden burden created by the national defense program, aircraft manufacturers have not been able to devote the facilities of their plants to the development of a distinctive Coast Guard plane and it is not likely that they will be able to do so during the next two years. However, aircraft corporations are not losing sight of the fact that the Coast Guard will soon award sizeable contracts for planes that will be suitable for inshore and offshore coastal work and, in the meantime, those corporations whose planes give the best performances will be in line to co-operate with the Coast Guard in designing, building, and testing the Coast Guard plane of the future. And that is the dream of every Coast Guard flier—a basic C. G. rescue and patrol plane.

\* \* \* \* \*

## NATIONAL DEFENSE

Keenest student of the steps which are being taken to speed up our national defense program is our own Secretary of the Treasury, Henry Morgenthau, Jr., head of the Coast Guard. Since the day on which President Roosevelt officially designated Morgenthau as "co-ordinator of domestic and allied purchases of military aircraft" the Secretary has been urging all corporations to

keep abreast of the government's needs. The problem is to speed up production so that hundreds of planes can be shipped to England each month without depriving our own armed forces of their basic needs.

One inspection tour carried the Secretary to the Curtis-Wright plant, Paterson, N. J., where he was conducted through the plant by Myron B. Gordon, general manager. Morgenthau inspected the machine shop, assembly line, and final test department. He declared that all the world is desirous of obtaining American-made engines and, at the close of his tour, spoke in glowing terms of the skill of American mechanics.

Last month the Government awarded contracts in the amount of \$70,000,000 to the Curtis-Wright Corporation. Simultaneously, Curtis-Wright announced plans for construction of the largest aircraft manufacturing plant in the Middle West. A factory covering 1,200,000 square feet and costing \$10,000,000 will be erected on the site of the Lambert-St. Louis municipal airport.

\* \* \* \* \*

## NEW DEVELOPMENT

It will be a long time before Coast Guardsmen learn about the latest proposed advancement in the field of small-boat patrolling of the coast. The Coast Guard's motorized lifeboats have proven themselves to be excellent vessels in rough water. In fact, they are probably the best rough water boats in the world. However, it has recently been pointed out that these motor lifeboats frequently cannot operate efficiently because they have neither direction finder nor transmitter. The limited fuel capacity has also come in for some consideration by those who are far visioned enough to realize that the day is fast approaching when the entire aspect of coastal work must be streamlined in order to keep pace with increasing activities along America's coast lines.

There are instances on record showing that motor lifeboats have had to cruise aimlessly, and sometimes fruitlessly, when searching for lost vessels. The safety of mariners in distress would be enhanced by the installation of direction finders and transmitters.

\* \* \* \* \*

## REGULATIONS

There appears to be no reason to believe that the Coast Guard will relax its regulations in the same manner as the War Department did last month. The War Department directed that the hand salute need not be executed when the personnel are off duty, except when addressed by an officer. The Army also relaxed the provisions for "attention" at meals when an officer enters the room. The old regulations stated that "when an officer enters a mess hall enlisted men seated at meals will refrain from eating and remain seated at attention until the officer directs otherwise, or leaves the room." Under the new regulations of the Army, enlisted men will remain seated at ease and continue eating unless the officer directs otherwise.

\* \* \* \* \*

## AIRCRAFT DELIVERIES

Britain is at last beginning to receive the airplanes which this country promised to deliver many months ago. During the first

EXCELLENT AIR ACTION is shown in these two shots of a Grumman "Widgeon" afloat and in the air during recent trials

before a Coast Guard Board of Inspection. A number of "Widgeons" will be delivered to the Coast Guard in a few days. Photos by Rudy Arnold.







SECRETARY MORGENTHAU'S OFFICIAL Lockheed plane, powered by Wright Whirlwind engines, forms an appropriate background for Lieutenant Richard Burke, U.S.C.G.; the Secretary; M. Y. Gordon, vice-president of the Wright plant, and Frank LeMan, president of the Caldwell-Wright Airport.

five months of 1940 only 20 planes per month were shipped. In June, 97 planes went overseas. In July this was increased to 173. August's shipments jumped to 278 but during September only 200 left this country. The peak was hit in October when slightly more than 300 planes were delivered in Britain. The months of December and January will show just how much aid this country can give Britain during 1941. If England doesn't receive 500 planes in each of those two months there will be some worried gentlemen in this nation's capital.

\* \* \*

#### AUTOGIRO IN NEWS

A number of government representatives, including Coast Guard officials, recently witnessed flight demonstrations of the Pitcairn jump take-off Autogiro. This new ship, the Whirl Wing, was flown to Washington by Pitcairn pilot Fred Soule. Its unique vertical take-off and flight performance were shown at several Washington Airports.

The Department of Justice, whose Border Patrol Division is responsible for watching our Mexican frontier, evidenced considerable interest in this new type of air transportation as it was repeatedly shown that this ship can land and take-off in areas that are both rough in character and restricted in size. The Department of Agriculture, which has been using Autogiros for some years in survey and plant quarantine work, also was favorably impressed by the demonstrations.

At Bolling Field high ranking Army, Navy, and Coast Guard officers, as well as representatives from the Civil Aeronautics Authority and the National Advisory Committee were on hand to see the ship put through its paces. During the several days over which the demonstrations of the Whirl Wing were made, wind conditions varied from still air to a 25-mile an hour breeze. In the stronger winds the ship extended its normal vertical jump of 25 feet into a practically continuous ascent. (Read next month's "Washington Whirlpool" for lat-

est developments regarding use of the Pitcairn Autogiro in the Coast Guard.)

\* \* \*

#### DESERTERS CAUGHT

The conscription law has struck terror in a source that has gone unnoticed heretofore. During the past ten years there have been numerous desertions from the enlisted ranks of the Coast Guard, Army, and Navy. Because of the expense that would be involved, the Service made no special effort to track down the deserters except in cases where serious charges were pending at the time of desertion.

Many deserters found it compulsory to register for conscription because any hesitancy to do so would have revealed their past dereliction to their employers and as-

sociates who would quite naturally suspect them of draft dodging. These fellows are now trembling from day to day as they await the ultimate uncovering of their past record. Once their fingerprints are recorded their only hope will be that the Government may not choose to prosecute—a course of action in keeping with the policy of treating the conscript's gently.

\* \* \*

#### GRUESOME

In the National Cemetery at Arlington, Va., there lies buried the head of a drum which once gave forth savage music at the hands of black men in Africa! The drumhead was made from the human skin of a retired naval officer who was beheaded by African headhunters. English explorers and scientists in Africa were attracted to the drumhead by its peculiar markings and, upon their return to England, they subjected the skin to laboratory tests. The tests brought out human skin whorls which identified the skin as being that of a retired American officer who had been long missing! The skin was finally interred in Arlington with full military honors. And there it lies today, perhaps the most peculiar mortal remains in the world.

\* \* \*

#### CAPITAL SIGHT

Washington, D. C.! City of beauty, city of charm, city of destiny. Yes, and city of mediocrity, city of human frailties and human peculiarities not unlike Podunk and Pumpkin Hollow.

Yesterday, close by the rear steps of the Capitol, a well-dressed woman who gave every evidence of having at least a fair share of this world's goods, approached a newsboy. She asked for a paper, opened it casually to the stock market quotations while the newsboy awaited payment. Caimly she studied the quotations, folded the paper neatly—and handed it back to the amazed newsy!

\* \* \*

#### NOTES

Because of the national defense program the styles of the 1941 automobiles are likely to be unchanged in 1942. The annual re-tooling process will be impossible in auto factories that are now immersed in Federal work. . . . Several Coast Guard

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SECRETARY MORGENTHAU INSPECTS the Curtis-Wright factory. Left to right are Victor Colnaghi, who is shown operating a vertical boring drill on a Double Row Cyclone 14 Crankshaft; Secretary Morgenthau; Myron B. Gordon, vice-president and general manager; George Chapline, vice-president of sales; Lieutenant Richard Burke, U.S.C.G.; P. W. Brown, general superintendent; A. Amundsen, works manager, and P. B. Taylor, chief engineer.



# Men In Uniform



*"Peace On Earth" . . . Uniforms Get Cheers Now . . . Third Cruise  
. . . The British Fleet . . . "Ecce Homo."*

**M**EN IN UNIFORM, in print, on the radio, in the movies, are receiving cheers these pre-Christmas days. There's trouble on the wind! In just a few days the Christmas carols will again tell the world of the Birth of the Prince of Peace, the Man who gave His life for you and for me and for the big and little peoples of the world.

So "celebrating" the birth of the infant known as "The Light of the World" nations of the same world bomb each other from the skies, jam bayonets through each other's guts and blow innocent men, women and kids to kingdom come.

And yet we must lose faith neither in the Babe of Bethlehem nor in the human race for which He died. He lived to become Saviour of the World. There were those who feared Him, those who avoided Him, those who followed Him and, finally those who cruelly nailed Him to a cross there to die in misery and suffering.

It's a funny world. It builds stained glass windows to the glory of God and then hurls shot and shell through those windows.

It may not be amiss at this Yuletide season to point out that you fellows serving humbly and loyally in uniform, representing service to what is left of decency in a rotten universe, are not so far from the Prince of Peace in that you, too, may soon be called upon to save a tottering world, too.

That brings us down to the cheering these days. The cheering comes when they need you fellows in uniform. The crucifixion comes when you are not so badly needed. I hope this country, for all time, sticks to its present plan to make all young men eligible for service in uniform, down through the years.

Go to the movies, shipmate? Note how the pictures of men in uniform are applauded? At some periods the applause is red-hot. At other times it is not so good, if any.

Men don the uniform of the Coast Guard, the Navy, the Marines, the Army. They serve at a pitifully small pittance. Some give up their lives.

**C**OMES a lot of publicity like the present danger. Screen shots of marching men. Hurroo! Lotsa cheers. As the danger grows graver more pictures are shown and more applause (a word easily changed to "applesauce") is forthcoming.

In the winter time, with ships piling up on the Carolina coast and lives being saved by surfmen, it's a great outfit. In the summer time, when millionaires roll on rubber down the Tamiama Trail the life-saving surfman "sure has a soft job of it."

So mote it ever be. Flagwaving, handclapping, bull, bunk, romp and prunella have ever been the rewards of those who wear their country's uniforms.

Years and years ago an old English poet said:

*"When Hawke did bang Monsieur Conflans,  
You aave us beef and beer.  
Now Monsieur's gone,  
We've no more beer,  
Since you have naught to fear."*

Later another one wrote:  
*"Our God and sailor we adore,  
In time of trouble, not before,  
The trouble over, both are alike requited,  
God is forgotten; and the sailor slighted."*

And Kipling added:

*"It's Tommy this and Tommy that,  
And chuck him out, the brute!  
But it's a thin red line of 'eroes,  
When the guns begin to shoot."*

*"We h'ain't no thin red 'eroes,  
And we h'ain't no blackguards too,  
But single men in barracks,  
Most peculiar—like you!"*

And also Kipling:

*"The tumult and the shouting dies,  
The captains and the kings depart,  
Still stands thine ancient sacrifice,  
An humble and a contrite heart,  
Lord God of hosts be with us yet,  
Lest we forget, lest we forgot!"*

Earlier than that, much earlier, an English poet wrote:

*"Sailor, what is the debt we owe you,  
Ceaseless guard of our island shore,  
The winds that lashed and the guns that tore you,  
Day or night is our duty more?  
Sailor, what of the toll we've taken,  
From you as you sail the seven seas,  
Peace at home and faith unshaken,  
Sailor, what do we owe for these?"*

So the fellow who wears his country's uniform—Coast Guard, Navy, Marine Corps, Army—might as well get it into his game fighting heart for all time that **SERVICE OF ONE'S COUNTRY IS ITS OWN REWARD!**

**N**ATIONS are built on the men who go down to the sea in ships, who protect its coasts, who shoulder muskets in foreign lands, who are willing to go through all manner of sacrifices, even unto death, that their country might live.

The big butter and egg men, the men of brains, the fine writers, the millionaires, stay at home and do the cheering at the times when the men in uniform are doing the dying.

Service is one reward and its **ONLY** reward. A man in civil life with the brains, ability and responsibility of a captain in the Coast Guard would laugh at a captain's salary. A civilian with less responsibility and ability than a chief petty officer would sneer at a chief petty officer's pay slip.

So when you hear audiences cheering the uniforms at the movies, do not get too chesty, shipmate. The cheers will stop when the shooting stops.

Things come easy to our citizens these days. When you are 21, you become a citizen of the greatest country on earth. You have the right to vote unless you wear that country's uniform. Then you lose even the sacred heritage of the ballot box.

But by serving in the Coast Guard, Army, Navy or Marine Corps your service there makes you appreciate your citizenship as no stay-at-home cake-eater will ever appreciate it. Only through ser-



*"One starry night  
"Above the fields  
"Of Bethlehem . . ."*



vice and hardship do men become great  
INSIDE!

Your real reward lies in service to the flag. You have learned that Old Glory means more than just a bit of colored bunting. You have lived to see the far-flung places, and, if in the flush of flaming youth, you go West with your boots on, believe me, that is better than kneeling over at a desk in some buried inland city, narrowed, hampered, clock watching and pay-window watching.

Think it over! Your service is your ONE reward for this same service. The average shipmate is so far ahead of the average civilian in true comradeship, unselfishness and real-heartedness, that living four years with Service men is an education in itself.

*"Not theirs the cunning shifty ways of shore,  
With eyes half-closed, suspicion ill concealed  
They meet our staring gaze and what is more  
In their frank look our smallness is revealed."*

### WAKE UP, AMERICA!

**M**EN IN UNIFORM view with justified alarm the lackadaisical attitude toward such warnings as Secretary Hull's "Our country is in the gravest peril since 1776," and Secretary Knox's "It is later than you think."

Otherwise well informed civilians from all walks of life tell you that Hitler can't come over here across an ocean which Wrong Way Corrigan flew in a dilapidated egg crate.

The United States is under the American flag as a nation because we annihilated the Indians and fought ourselves free from England. South American countries are countries under their own flags because they won their freedom from Spain. India belongs to Britain because British arms conquered it. The geography, the land, you think about belongs to the fellow who controls it. Thus French possessions belong to Hitler right now and so do Dutch possessions.

The swastika flag of Hitler does not fly over Dutch and French Guiana and over the French isles off the Newfoundland Coast and in the Indies, or over Greenland, ONLY BECAUSE THE BRITISH FLEET HAS NOT BEEN BEATEN. Why can't people see that?

We repeat THE ONLY force between Hitler and his flags flying on our very door step is the British fleet. With that fleet scut led or defeated Adolf will be banging right at our door. The Monroe Doctrine for 120 years has said European nations shall not bang at our door.

That is why Secretary Hull warns of grave peril and why Secretary Knox says "It is later than you think."

And our civilian public, to a great degree, continues its matter of fact attitude as though the danger were something vague and nebulous, a million miles away.

If Britain falters the time has come to seize those islands before Hitler hoists his flag over them.

### THIRD CRUISE

**M**EN IN uniform have precious little voice in a national election. To them the White House domiciles the Commander-in-Chief. Wendell Willkie would have received from them the same loyal service rendered to Franklin D. Roosevelt.

The average service man is above the average intelligence. He is a prodigious reader. He is vitally interested in Presidential elections. And since he does not vote he is probably the best of neutral observers.

Some rather vicious stuff was unloosed in the recently concluded campaign. Mr. Willkie made a good fight with no holds barred. Roosevelt made only a last round effort. We are not unmindful of his statement upon being nominated, "Only the American public can draft a President."

Much was made of the third term issue. Washington and Jefferson were liberally quoted. Times change. Washington and Jefferson didn't have bicycles either.

Into the Coast Guard sneaked the opinion "Roosevelt will turn us over to the



THE PRESIDENT

Navy." No one knows what Willkie would have done with the Coast Guard. F.D.R. has done more for the Coast Guard than any previous President. Recent expansion of the Coast Guard was certainly contrary to any suggestion of eliminating the Coast Guard or absorbing it.

Franklin D. Roosevelt is Commander-in-Chief. As such he receives loyalty, devotion and service from men in uniform with all political party lines out. The average civilian will do well, heart and soul, to emulate men in uniform. Ours is a great and good country. It is in grave peril. It can stand only fully supported leadership. Anything contrary thereto comes close to being treason.

### THETIS

The *Thetis* took the disabled trawler *North Star* in tow from a position approximately 4 miles west of Provincetown, Mass., and towed the vessel to Gloucester.

### "ECCE HOMO!"

**M**EN IN UNIFORM know that it is a man's life that makes his birth notable and memorable. The world never inquires concerning a man, where and how he was born, until his life, in character, deed, and accomplishment, has given significance to his coming into the world.

Many a man has been born in a log cabin, but we celebrate Abraham Lincoln's birthday as a national holiday because his life made his birth noticed and remembered. Always the record of a man's deeds serve to commemorate his advent into the world. At this season of the year, what is left of a civilized world faces a little hamlet in a remote province of the ancient Roman Empire, and observes the coming among men of the Greatest Figure of All Time. So important was His contribution to mankind that we reckon our time in terms of before and after His birth.

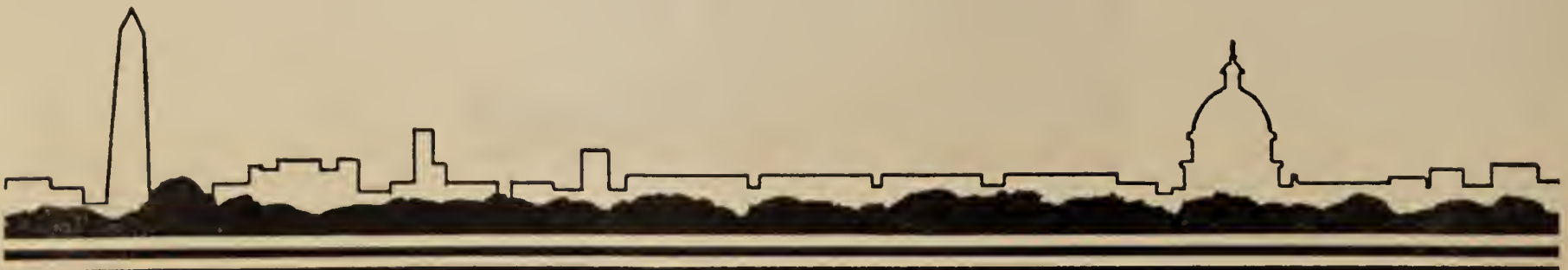
At first observation there is very little about Him to seemingly warrant the adoration He receives and has received for centuries from men of all ranks and conditions of life.

Born in a manger in a small, unimportant village, of humble parentage, living thirty of His thirty-three years in that small town, working at His father's carpenter's bench, at first hand we would not think His background called for serious study. But in the three years after He left that village, He made an indelible impression on the entire world of human thought and activity. All the centuries have failed to plumb the depth of His insight, the sweep and range of His mind, the breadth and inclusiveness of His spirit. In the words of the stand-pat, conservatives who opposed His progressive views regarding life He "turned the world upside down" and "the whole world has gone after Him." He studied the ways of men, knew their inmost thoughts and purposes, visualized their ideals and ambitions, and in His teachings and personal practices set a standard for human living that centuries of effort and initiative have failed to even approximate. Abounding in physical health, rich in mental calibre, possessed of immeasurable personality and unlimited spiritual insight, His contribution to the world is beyond any human gauge of estimation.

Because of His life and work, because of the standard for human attainments He set and actually lived Himself, the world again at the nineteen hundred and fortieth anniversary of His birth pays Him glad homage. Decent men everywhere celebrate Christmas because it denotes the birth of a REAL MAN, who merits their admiration and undying respect. They say of Him as men have always said, what Pontius Pilate, the Roman Governor of Judea, was forced to admit before the great crowd gathered in Jerusalem, "Ecce Homo"—"Behold, the MAN!"

### NEW CUTTER

Headquarters has opened bids for the construction and equipment of one or two cutters of the *Cactus* type and one 200-foot cutter for Greenland waters.







Miller

# Relieving The Wheel

*Ed Lloyd to Take Over As Editor As Harvey L. Miller Shoves Off on Active Duty.*

By JOAN SAWAYA



Lloyd

ON NOVEMBER 8, Chief Machinist's Mate Ed Lloyd, U.S. C.G. (Ret.), became editor of this publication. The restyling, new headings and general change in make-up in the current pages mark the turn-over work of Harvey L. Miller, founder and for thirteen years editor of the magazine.

Mr. Lloyd may be addressed at the editorial office, 458 Indiana Avenue, N. W., Washington, D. C., or at the office of publication, 3 Church Circle, Annapolis, Maryland. The circulation office will continue under J. E. Sawaya at the Washington office.

Miller, who has been active in the Service magazine field since 1912, with also three years of newspaper experience as Sports Editor of the Washington Herald and sports writer on the San Francisco Call-Post, went on active duty last month as commanding officer of the Fifth Battalion, Organized Marine Corps Reserve, an outstanding civilian-military outfit organized by him in 1929.

He also left his jobs as secretary of the District of Columbia Boxing Commission, executive secretary of the National Boxing Association and head boxing coach at the University of Maryland.

In Miller's experienced hands the U. S. COAST GUARD MAGAZINE has been coming along since 1927, weathering a few stormy passages but never missing an issue and avoiding the pitfalls that have written the finish to other Service papers.

With some 400 civic, military, veteran and sports leaders attending, Lieutenant Colonel Miller was the honor guest at a rousing farewell testimonial banquet at the Hotel Willard last month. It started out as a modest little farewell party but "just grew" into a great testimonial.

Men high in public life lauded this publication's editor not only for his work in the publicity field in the interests of the Coast Guard, but also for his contributions to sport and various civic activities in the Nation's Capital.

At the banquet, Commander Ellis Reed-Hill, U.S.C.G., Public Relations Officer, represented Admiral R. R. Waesche, U.S.C.G., Commandant. Commander Reed-Hill read from Headquarters' files the original letter addressed to Miller by Admiral Billard in 1927 in which the Admiral congratulated Miller on starting a Coast Guard publication, wished him well, and stressed the need for a Coast Guard publication. Bridging thirteen years, Commander Reed-Hill then read the letter addressed to the Magazine by Admiral Waesche, as printed in the November issue of this publication. Commander Reed-Hill lauded Miller's constructive work on the Magazine and wished him well on active duty.

Speaking for the District of Columbia Government and the District of Columbia Boxing Commission, Major Ernest W. Brown, Superintendent of Police, lauded Miller's record in civic and sports activities, cited many instances of outstanding contributions to the District of Columbia, and stated that his job in the District Government would be held open for him.

Dr. H. C. Byrd, president of the University of Maryland, praised Miller's work as boxing coach at Maryland, pointing out that Miller had indoctrinated the young athletes under his charge with ideals far beyond the winning and losing phases of sport, but that in four years at Maryland he had produced two Southern Conference championship ring teams, the only titular boxing teams Maryland ever had.

"OUTSTANDING in Heinie Miller," said Dr. Byrd, "is steadfastness of purpose and intense application to do well whatever task is assigned to him. He was a real asset at Maryland and when he returns to Maryland he can, if we want it, have a job for life."

Vice-President James A. Blake, of the National Boxing Association, presented Miller with a gold medal emblematic of his year of service as president of the National Boxing Association, stating, "he was the best president the NBA EVER HAD."

"We're honoring a great old guy here," said Buck O'Neill, veteran New York and Washington sports writer, adding, "I've attended these banquets before to say hail and farewell to such greats as Dempsey, Tunney, Ruth, and Gehrig. They stepped out and down. Tonight we're honoring a fellow who is stepping out and UP."

Mr. Carter Barron, head of the Washington (D. C.) Variety Club and manager of the three Loew Theatres in Washington, speaking for the Variety Club, lauded Miller's civic and sports work and presented him with a gold ship's clock. Mr. Claude W. Owen, chairman of the District Boxing Commission, cited Miller's outstanding work in the boxing world and presented him with a pair of binoculars.

Among the guests at the speaker's table were Hon. Melvin C. Hazen, president of the Board of Commissioners, District of Columbia. Miller had been, for years, Mr. Hazen's military aide.

Major William B. Onley, U.S.M.C., spoke for the Major General Commandant of the Marine Corps in high praise of Colonel Miller's military record and constructive activity in the building and administration of the Fifth Battalion. "I need not praise Colonel Miller," said Major Onley, "as his outstanding record on file at Headquarters speaks for itself."

Among the guests at the speakers' table were Dave Rochon and William Quinn, Montreal Commissioners, who came all the way from Canada for the event.

World's boxing champions Ken Overlin and Petey Scalzo attended the banquet. Champion Fritzie Zivic sent a swell message, as did many other sports celebrities from all over the United States.

In acknowledging the tributes heaped upon him and thanking those who praised him, Miller said: "No man deserves things such as these. I did my jobs as best I could and accepted pay for the jobs. None of those jobs could have been accomplished without the support and aid needed to put them over. When you honor me because I am going away in the Marine Corps, you honor the 450 enlisted men who ARE the Fifth Battalion. When you laud the work I have been proud to do on the U. S. COAST

GUARD MAGAZINE you laud the Service's Commandant and others in the Service who have made that paper go as well as the civilians such as Talbot T. Speer, who provided the financial and business backing needed for success. When you praise my work in boxing you laud the District of Columbia Boxing Commission and the National Boxing Association, organizations I have been proud to serve."

The Fifth Battalion shoved off on 7 December after a final parade and review on the Ellipse in honor of various District and Federal officials. The outfit, for the present, is stationed at Quantico, but is not expected to be there long.

(Concluded on Page 32)



Joan Sawaya



Cartoon by Jim Berryman, Washington Star.



# STRAIGHT FROM WASHINGTON

## OFFICIAL HEADQUARTERS NEWS



### PREPAREDNESS

NEW ENGLAND trawlers of the fishing fleet so familiar to Coast Guardsmen will not be trawling for fish for a while, but they'll still be very close to the Coast Guard. Many trawlers have been taken over by the Government for the greatly to be augmented coastal patrol.

It would appear that in this same duty the Coast Guard Reserve fits in. Naturally, the Coast Guard proper will take a prominent place in such work.

The Navy is working on a long-range program to build up a far-flung patrol, the largest in the peacetime history of the United States.

Supplementing the present neutrality patrol, minesweepers, blimps, motor torpedo boats, seaplanes, submarine nets and minefields will be used to protect the coast of the country.

Integral cogs in this machine will be the chain of bases stretching from Newfoundland to British Guiana, which recently were acquired from Great Britain, new naval bases in Alaska, Hawaii, and operations bases in the Panama Canal Zone.

Since July 1, the Navy disclosed, it has added to its fleet of auxiliary ships which will be used for coastal patrol by acquiring 31 small vessels from individuals. Most of these vessels were bought at regular prices, but three were sold at \$1 each through patriotic motives. They came from W. P. Murphy, Chicago; Alfred L. Loomis, New York City, and R. F. Herrick, Boston.

Preparations are being made to stretch submarine nets across entrances to all strategic harbors on a moment's notice should hostilities break out. Plans are being made, although Congress has yet to provide the money.

But the most far-reaching patrol work will be done by the giant patrol boats and submarines which can operate far out at sea from the newly acquired British bases.

The neutrality patrol—on duty ever since the neutrality act was made law—is acting as a sort of coastal patrol at present.

Its work will be enhanced by operations of patrol boats and submarines from these bases.

Although patrol operations will be launched from Bermuda and Trinidad, it might be possible for enemy craft to slip into the Caribbean or the Gulf of Mexico. Planes operating from British Guiana would spot them if patrol pick them up.

### THEY "RIB" F.D.R.

Commander Ellis Reed-Hill, U.S.C.G., Headquarters' Public Relations Officer, represented the Coast Guard at the annual dinner of the National Press Club, Washington, D. C., staged for the purpose of "ribbing" President Roosevelt, who attended.

The Chief Executive found on the wall opposite his table a huge cartoon depicting him holding a loving cup in the shape of the United States and asking, "I won it three times; don't I get to keep it now?" The cartoon was drawn by Walter Karig, of the Newark News Bureau.

There were other celebrities to divert the

re-elected President, Vice-President-elect Wallace and more than 400 club members—Fritz Kreisler, the famous violinist, who came to play his own "Caprice Viennoise" and other compositions; Fred Waring and his choir; Alec Templeton, the blind pianist, and other stars of the stage, screen and radio, marshalled by Gene Buck, president of the American Society of Composers, Authors and Publishers.

The club's president, Richard L. Wilson, correspondent for the Des Moines *Register and Tribune* and the Minneapolis *Star-Journal*, introduced a program that included both professional and club skits.



Comdr. L. L. Bennett, U.S.C.G.

### DISTRICT COMMANDERS

Comdr. Louis L. Bennett, now commanding the Los Angeles Section, has been assigned to command the newly created Los Angeles District. Nomination of Commander Bennett to be a captain the Coast Guard with rank from 1 October, 1940, was sent to the Senate.

Comdr. Eugene A. Coffin, now at Honolulu, has been ordered to Philadelphia to command the other new district to be set up there. Commander Coffin will report about 15 December to take over his new duties.

### ADMIRAL WAESCHE

Admiral Waesche addressed the officers and members of the various Coast Guard Reserve Units of the New York area in the Downtown Athletic Club, New York City. Approximately 200 reservists attended the meeting. The Commandant spoke on the present Coast Guard Reserve and the purpose of the bill to create a new Coast Guard Reserve, now pending in Congress.

### BOARD OF VISITORS

The report of the Board of Visitors to the Coast Guard Academy highly commends that institution, its "high standards," "able faculty," and its curriculum which it says is "one of the best in the country." The board also recommended a number of items of construction for the Academy.

The membership of the board was as follows: Senators Josiah W. Bailey, of North Carolina; W. Warren Barbour, of New Jersey; Alva B. Adams, of Colorado; Bennett Champ Clark, of Missouri; members of the House of Representatives, Schuyler O. Bland, of Virginia; Eugene B. Crowe, of Indiana; Francis D. Culkin, of New York; Louis Ludlow, of Indiana; John Taber, of New York, and James A. O'Leary, of New York. Comdr. Ellis Reed-Hill, U.S.C.G., was selected as secretary for the Board. Rear Admiral Russell R. Waesche, U.S.C.G., commandant, attended the sessions.

The board recommended that appropriations be made for the following construction:

1. Infirmary and ordnance building, \$300,000. This will release the second floor in the administration building, Hamilton Hall, for instructors' offices, conference and reading rooms, and will make possible the use of the present offices in the academic building, Satterlee Hall, now used by the instructors, as additional classrooms. It will also permit the use of the present armory space in the gymnasium, Billard Hall, for locker space for the increased number of cadets.

2. Extension of the library, \$100,000. Present studies seem to point to the advisability of joining the present library wing of Hamilton Hall to the engineering building, McAllister Hall. This would more than double the size of the present reading room and would open up present unused space over the lobby, with extension of the wings of McAllister Hall for book stacks, all of which would be on one level.

3. Extension of the cadet barracks, Chase Hall, to quarter 300 cadets, two in a room, \$200,000. This will involve the extension of the north wing of this building to provide the additional cadet rooms and toilets, and the extension of the present messroom to join this wing.

4. Boathouse and wharves, \$200,000. This would provide a boathouse and additional stowage of boats which are now entirely inadequate for the program of instruction in seamanship and small boat sailing.

5. Replacement for schooner *Chase*, \$200,000. This recommendation reaffirms a similar one made in the report of the Board of Visitors in 1939. This vessel is urgently needed for the instruction of cadets in the handling of sails and is made necessary by the loss of the schooner *Chase* in the hurricane of 1938.

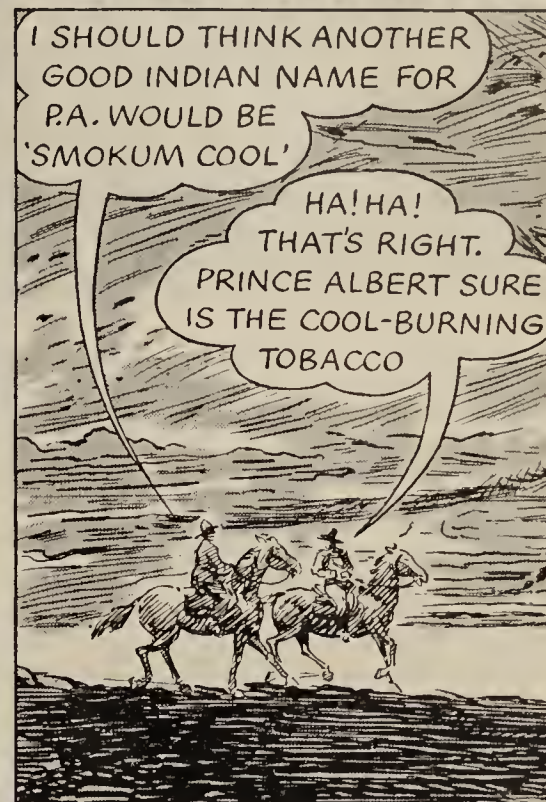
### RETIRED RANK

The question has arisen as to whether an enlisted man retired from the Coast Guard is entitled to be advanced on the retired list to the highest rank held by him in the Navy during the World War. It has been determined that such can not be done, it is stated at headquarters, it being held that advanced rank for World War can be given only by retirement in the same service in which the higher rank was attained. Otherwise, it was pointed out, the Army would have on its retired list personnel with Navy ranks, and vice versa.

Incidentally, it is pointed out that while all the other services have benefited under the advanced rank act, no such benefits have accrued to Coast Guard personnel.



# OL' JUDGE ROBBINS



IN RECENT LABORATORY "SMOKING BOWL" TESTS, PRINCE ALBERT BURNED

**86 DEGREES COOLER**

THAN THE AVERAGE OF THE 30 OTHER OF THE LARGEST-SELLING BRANDS TESTED - **COOLEST OF ALL!**

JUST THINK OF HOW MUCH MORE PRINCE ALBERT OFFERS PIPE-SMOKERS

YOU BET! BETTER TOBACCO TO START WITH - NO-BITE TREATED AND CRIMP CUT FOR DELIGHTFULLY MILD, TASTY SMOKES FROM MORN TO NIGHT



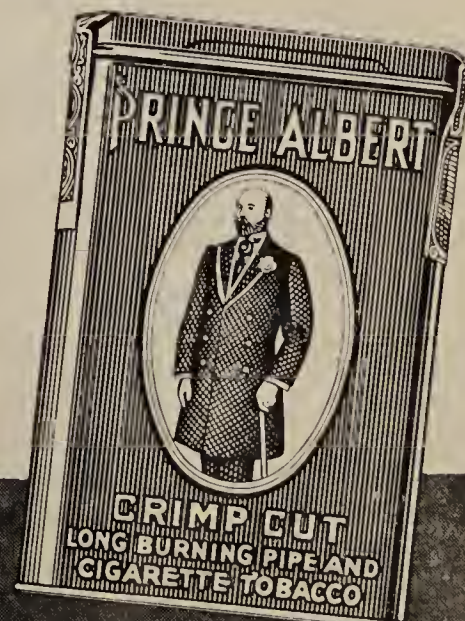
R. J. Reynolds Tobacco Company, Winston-Salem, North Carolina



DROP ANCHOR AT PRINCE ALBERT FOR THE **FASTEST, EASIEST-ROLLING** SMOKES YET. NO SPILLING, NO WASTE - AND P.A. IS **MILDER, TASTIER!**

**50** pipefuls of fragrant tobacco in every handy tin of Prince Albert

**70** fine roll-your-own cigarettes in every handy tin of Prince Albert



**PRINCE ALBERT**

THE NATIONAL JOY SMOKE





NEW LONDON'S CRACK PISTOL TEAM is composed of men from the Academy, Fort Trumbull and the local base. Left to right—Lusk, Twiford, Shurkus, Berry, Parish, Bomberger (Range Officer), Langley, Boyle, Friis (Assistant Range Officer, GM1c, Academy), Hoyle and Norton.

## CHARTS IN DEMAND

Due largely to demands of the Coast Guard and Navy, distribution of nautical charts by the Coast and Geodetic Survey has greatly increased in recent months. In September the survey distributed approximately 40,000 nautical charts, a 10,000 increase over September, 1939. The defense program also has increased the demand for aeronautical charts.

The Coast and Geodetic Survey publishes 801 individual nautical and 106 aeronautical charts. These are kept up to date by constant revision.

During the fiscal year ending June 30, 407,186 nautical charts were distributed, compared with 350,062 the preceding year. Distribution of aeronautical charts increased from 366,352 during the year 1939 to 463,917 for the year ending June 30.

## CHICAGO AND CLEVELAND

Due to the violence of the gale which struck Lake Michigan, floating units of the Chicago and Cleveland Districts, together with many shore units, were actively engaged in assistance duties. The fishing boats *Indian* and *Richard H* foundered off South Haven, Mich., with the loss of 8 lives. On the same day the motorship *Justine C. Allen* broke her steering cables and the S.S. *Movadoc* stranded near Pentwater, Mich., with a loss of 17 of the 19 members of her crew. The S.S. *Davok* foundered also off Pentwater with a loss of life of 17 members of her crew. The S.S. *Anna C. Minch* also foundered off Pentwater with a loss of 17 members of her crew. The car ferry *City of Flint No. 32* stranded near Ludington, Mich., but was successfully floated with no casualties. The S.S. *Sinaloa* stranded near Fayette, Mich., the 39 members of her crew were saved. The S.S. *Empire State*, motorbarge, with disabled steering gear, limped into the port of Detroit. The S.S. *Peterson* stranded off St. Helena Island. The S.S. *Conneaut* stranded on Pelkie Reef. The S.S. *Frank Billings* reported in distress off Saul Choix Point but in no immediate danger. The motorships *Mercury* and *New Haven* were reported missing. The yacht *Nancy Jane* was also reported missing. Eight duck hunters were rescued by the Coast Guard in Wisconsin. Coast Guardsmen recovered the remains of three men who were found frozen to death. The *Ossipee* and *Hollyhock* assisted the stranded steamer *Peterson* off St. Helena, Mich.; the cutter *Ewing* off Pelkie Reef assisted the steamer *Conneaut*; the cutter *Nansemond* enroute New Shoals to assist the steamer *Arthur Orr*, reported ashore. The cutter *Hyacinth* was reported enroute Beaver Island and the cutters *Antietam* and *Colfax* enroute Manitou Pass for assistance work.

## DISTRICT HEADQUARTERS

The new organization chart for the Coast Guard districts sets up the District Commander's office where matters of administration, organization, public relations, and command are handled.

Directly under the District commander is the Chief of Staff, who handles plans, estimates, allotments, schedules, training, and operations. An intelligence officer is provided for information, law enforcement, liaison, intelligence and neutrality reports and ship movements. A communication officer handles communications, codes and ciphers, and registered publications. A general clerical force handles mails and files.

The Personnel Officer takes care of personnel records, complements, assignments, recreation and welfare, Coast Guard Reserve and Maritime Service.

The Pay and Supply Officer handles pay accounts, pay records, supply accounts, and property records.

The Engineer Officer has design, construction, maintenance, and repairs. Marine Engineering administers maintenance, construction and repair of hulls and machinery of floating property, including floating aids to navigation. Civil Engineering has design, construction, maintenance and repair of shore structures, including fixed aids to navigation. Radio Engineering handles construction, repair and maintenance of radio equipment, cable, telephone lines, lights, fog signals and related equipment.

## HEADQUARTERS ORGANIZATION

Final approval has been given to the new organizations for Coast Guard Headquarters and for the organization of the district headquarters.

In Coast Guard headquarters, Rear Admiral Russell R. Waesche, the commandant has in his own office matters of policy, legislation, and administration. He has an administrative assistant, a public relations officer, and a Navy liaison officer.

The Assistant Commandant, Rear Admiral L. C. Covell, who is chief operations officer, has an assistant Chief Operations Officer, Capt. Lloyd T. Chalker. The Assistant Commandant's office handles current planning, priority in use of funds, group training, schedules, and conduct of operations. He has an intelligence officer, a communications officer, and an office manager. Under the Assistant Commandant come the 15 Coast Guard districts, each of which has three sections: vessels, bases, and stations.

The balance of headquarters is organized into the Permanent Board and five divisions. The Permanent Board, under Capt. Philip F. Roach, performs duties connected with advanced planning, studies, Headquarters boards, and special details as assistants to the commandant.

The Personnel Division, under Capt. Chester H. Jones, handles personnel estimates and allotments, complements, assignments, classification, recruiting, employment and training of individuals, welfare and discipline, health, enrollment and training in Maritime Service and Coast Guard Reserve. Included in this division is the Maritime Service under Comdr. Wilfrid N. Derby and the Coast Guard Reserve under Comdr. Merlin O'Neill. There is also a detail section, training section, medical section, and welfare section. Under this division's jurisdiction come the recruiting offices, training stations and engine school.

The legal division, under Mr. K. S. Harrison, general counsel, has a contracts and leases section, real estate section, and courts and boards section. The division handles legal counsel, opinions on legal matters, drafts, legislation, leases, contracts, bonds and other agreements, real estate acquisition and disposals, claims and other legal matters, and reviews proceedings of courts-martial and boards.

The Finance Division, under Comdr.



RECENT EVENTS in the troubled waters of the Atlantic serve to remind many Coast Guardsmen of the days when the Coast Guard Destroyer Force patrolled the coast. One of the oldest of the old-timers was the C. G. 12, the *Henley*. The *Henley* was one of the famous broken-deck destroyers of World War fame, later superseded by the flush-deckers. None of these broken-deckers figured in this country's destroyer deal with England, although at least three ex-Coast Guard flush-deckers are now flying the British ensign.



Frank J. Gorman, has a budget and accounting section, and an audit and payroll section. It handles budget estimates, appropriation allotments and accounting, audit of payroll and vouchers, preparation of pay rolls, allotment and retirement rolls, certification of pay rolls, and vouchers for payment.

The Materiel Division is under the Engineer-in-Chief, Rear Admiral Harvey F. Johnson, and has eight sections: Marine engineering, construction and repair, civil engineering, aviation engineering, radio engineering, ordnance, research engineering, and procurement. Its functions include materiel estimates and allotments; design, construction, repair, and maintenance of vessels, stations, and aids to navigation, and supplies and property records. Under its jurisdiction come the depot, Coast Guard stores, and inspectors of machinery, vessels, boats, aircraft, and material under construction.

The Inspection Division, under Capt. Norman B. Hall, has charge of inspections, investigations; scrutiny of operations and inspection reports, and supervision of field inspection forces. Under its jurisdiction come the four inspectors.

The Coast Guard Academy, Capt. James Pine, superintendent, is carried on the organization chart on par with the major divisions of headquarters.

### IMPORTANT MEETING

Representatives of the various Coast Guard Districts met in Washington for personnel matters in the office of Capt. Chester H. Jones, chief of the Personnel Division. The conference discussed the many problems brought about by the taking over of the Lighthouse Service, the current expansion program, and the necessity for being prepared for amalgamation with the Navy in case of an emergency. Captain Jones and Comdr. Norman R. Stiles, also of the Personnel Division, went thoroughly over the aims of Headquarters, while the visiting officers presented the problems of their respective districts.

Among those attending the conference were: Lt. Comdr. Oswald A. Littlefield, Boston District; Lt. Comdr. Philip E. Shaw, New York District; Comdr. Roderick S. Patch, San Francisco District; Comdr. Frederick A. Zeusler, Juneau, Alaska, District; Lt. Comdr. C. J. Sullivan, Norfolk District; Comdr. Norman H. Leslie, Jacksonville District; Lt. Comdr. Thomas Y. Awalt, New Orleans District; Comdr. Frederick C. Hingsburg, Seattle District; Lt. N. S. Fulford, Jr., Chicago District; Lt. Comdr. Martin W. Rasmussen, Cleveland District; and Lt. (j.g.) Guy L. Ottinger, St. Louis District.

### MARINE GUNNER

Harry V. Volkman, of the Pay and Accounts Section at Headquarters received a warrant as Marine Gunner in the Marine Corps Reserve, just prior to the departure of the Fifth Battalion, Marine Corps Reserve, on active duty.

Gunner Volkman had been for years the Sergeant Major of the Battalion, with which he was affiliated since 1930. He is an overseas veteran of World War I and of the Mexican Border, and also saw some enlisted service as a Chief Yeoman in the Coast Guard.

He is one of the District of Columbia Boxing Commission's leading ring referees, and is Past Commander of Front Line Post, 1401, Veterans of Foreign Wars, and Past Department Adjutant of the V. F. W.

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# Sez EDDIE

By  
ED LLOYD

## Intimate Items Of Coast Guard Events And Personalities

### A MAN'S MAN

SOME DAY, perhaps in the twilight of life when confusion and bewilderment will have given way to the peaceful solitude of venerable years, I hope to write of the persons whose paths in this life have crossed with mine; persons whose colorful careers have kept alive the zest and joy of existence as it is known only to those who defy the conventions, who laugh at life, curse at death, and challenge the narrow restrictions which bind those who dwell solely in the Canyons of Almighty Dollar and in the Bowels of Ballrooms.

We have all read of bold adventurers in the tales of Kipling, in the robust fiction of Jack London, and in the vibrant poetry of Robert Service but reading of such persons is not like knowing them, not indeed like living with them—these happy, jaunty, swaggering adventurers.

In my corps of adventurers the name of Andrew Longshore looms large. In fact, I think his—as did that of Abou Ben Adam on another occasion—leads all the rest.

You know Andy, don't you? You'll remember him if you served in the old Destroyer Force or if you were a member of the Coast Guard rifle team, or if you were stationed in any major Coast Guard sector. Andy is overseas now, fighting the hordes of Hitler in this last great stand of Democracy against Tyranny. That's where we always find the Longshores of life—in the midst of vibrant action, close to the heartbeat of drama; living but for the thrill of today, thinking naught of the fate of tomorrow.

Andy was, and is, a vagabond. Seventeen years in the Army and in the Coast Guard did not stifle his spirit of adventure nor curb his untrammelled spirit. A cold survey of Andy's service record reveals that he was no respecter of rules and regulations, but in his disregard for these Service laws let it be said—and to his eternal credit—that Andy Longshore hurt no man other than himself.

Andy played the game hard, fast, recklessly; but always on the level. I can picture him now in the bomb craters of England playing out his string to the ultimate end like a gallant soldier, a gallant adventurer, a gallant comrade. There'll be no truer com-

HE ANNOUNCED COAST GUARD EVENTS AT THE SAN FRANCISCO FAIR. At the left is Thomas J. O'Hare, Radioman first class, whose voice was heard by over 500,000 people at the Golden Gate International Exposition during drills such as boat, capsize and breeches buoy. His Irish wit excellently measured up to the standard of Ted Husing and Graham McNamee. The picture shows him on top of one of the Coast Guard pavilions during capsize drill.

rade on the sorrowful soil of Olde England than Andy Longshore. In the clutch, with danger and peril to be combatted, I'll ask for Andy Longshore at my side in preference to puritanical lads of unimpeachable behavior. My life has been the richer for my friendship with Chief Commissary Steward Andy Longshore, a man's man.

Let Andy tell you in his own words of his recent and current steps along the broad highway. In a letter postmarked Aldershot, England, he writes:

"Dear Eddie:

"Don't faint when you get this epistle, if ever. A lot of water has

run under the bridge since I last wrote you. At this writing I am six days out in the Atlantic en route to England via Canadian troop transport. As you know, I came out of the Coast Guard in 1938. I have no regrets. I did hate like hell to lose the seventeen years' service, with only three to go to retire, but when I left the Navy Yard in Boston I really felt that life was opening up for me again. And after two years I still feel the same. Call it wanderlust, call it folly, call it vagabondia; my feet stirred restlessly on the cobblestone streets of Boston and I was happy.

"I am glad that the States let England have some of the old destroyers. We will have real need for them in this war, which is going to last much longer than many persons believe. Although I can't help to man those destroyers I will always have a soft spot in my heart for the old 'tin cans.' I served aboard the old *Shaw*. Of course, she was one of the old-timers and has long since been relegated to the place where all good men-o-war go. However, I also served on the *Semmes*, *Upshur* and *Badger* and they are still good ships. They are all back in commission now. It was a very easy matter for England to send over crews and take them over.

"I guess I should tell you something about the outfit with which I have thrown my lot for the duration of this melee. I'm in one of the famous Highland Regiments, the 1st Black Watch. I'm in 'B' Company. This is naturally militia but has been called up to active service since last August and is in fair condition so far as training is concerned. It is an infantry regiment, which is okay with me as I was in the regular infantry five years in the States before I went to sea.

"Although our officers are not regulars, every one of them is a gentleman, which, as you know, is ninety per cent of the game. The uniform is normally the kilt. However, we are all in battle dress now—and a very sensible one, too. It is more or less a lumber jacket and ski trousers.

"The weather here in the Atlantic is still holding good. We had the best weather I ever saw in the North Atlantic until yesterday, then the fog set in. It is still smooth but we are in one of the nicest pea soup fogs that you ever saw. I hope it lasts the rest of the way in. Hitler's lads will have



ANDREW LONGSHORE



# COAST GUARD

Continued on Page 30



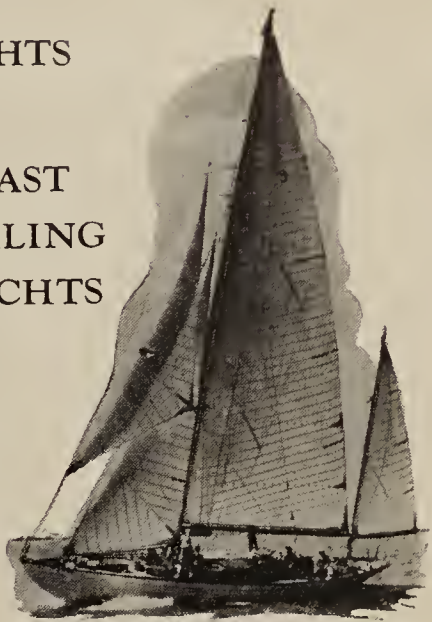


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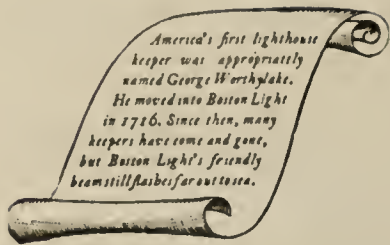
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# POORE RIC HARDE

As A Boy He Writes "Wretched Verse" And Peddles It On Boston Streets. Original Is Now Worth A Fortune. Refers to Death Of First Keeper Of Oldest American Lighthouse, "Old Boston."

By MILLARD H. LOUIS

AMERICA'S FIRST lighthouse keeper was appropriately named George Worthylake. He moved into Boston Light in 1716. Since then, many keepers have come and gone, but Boston's friendly light beam still flashes far out to sea.

It is a historic light, all bound round with the early days of our infant republic, and about Boston Light none less than Benjamin Franklin once wrote verse which "Poore Richard" later classified as "wretched stuff."

Maurice Babcock, Jr., son of the Keeper of Boston Light, uncovered as lonely Middle Brewster Island in Boston Harbor the boyhood tribute of Benjamin Franklin in the "wretched" verse Franklin refers to.

Franklin was born in 1706 and died in 1790 after a life of service and sacrifice to our country. It is easy to realize that the construction of Boston Light in 1716 made a profound impression on the 10-year-old Franklin.

Franklin lived for some time in Boston (1746) and also was an anonymous contributor to The New England Courant, published by his brother.

But his tribute to Boston Light, which he titled "The Lighthouse Tragedy," was written when Franklin was but 14 years old. He sold it on Boston's streets. Here it is:

"Oh! George. This wild November  
We must not pass with you  
For Ruth, our fragile daughter,  
Its chilly gales will rue.

So, home to Lovell's Island  
Take us when falls the sea



SINCE 1716 OLD BOSTON LIGHT, pictured above, has weathered storm and gale, guiding mariners to safety.

To the old house  
where comfort  
And better shelter  
be.

Comes the long  
weary winter  
With its storms of  
driving snow;  
I can only watch  
the beacon  
Sure that you are  
near its glow.

Yes, dear wife, my  
constant service  
Binds me to this  
narrow isle.  
Love must ever  
yield to duty  
Though the heart  
be sad the while.

Only grant that on  
the morrow  
We may safely pass  
the sea.  
I can bravely bear  
my sorrow  
You and Ruth here  
will not be.

With wild nor'-  
wester came the  
morning,  
Cold and clear the  
heartless sky.  
Come wife, take  
Ruth. The pull  
will be long;  
So—into the boat I  
will row you  
home.

Nestled within her  
mother's cloak

Frail Ruth is sheltered  
from the blast.  
While Anne looks in-  
to George's face  
With quick, strong  
strokes they leave  
the shore.

Though starting in the  
Brewster's lea,  
Rough and empty rolls  
the sea.  
Low the boat—too  
deeply laden.  
Heavy hearts make  
heavy burden.

Now they reach the  
open channel  
Where the flood tide  
breasts the gale,  
Rears a toppling wail  
of water,  
Making Anne's cheeks  
grow pale.

Quick the prow is up-  
ward borne,  
George in Anne's arms  
is thrown.  
Husband, wife and  
child together  
To the chilly waves  
have gone.

Frenzied clasp of wife  
and daughter  
Bears the sturdy swim-  
mer down.  
Save the boat upon  
the water  
Nothing of their fate  
is known.

The ballad was mentioned in Franklin's autobiography. Bibliophiles, collectors of rare literary works, students of Franklin's life, and many others have vainly sought for 175 years for a copy of the ballad, not to study the style but as the first work of a great American literary figure and thinker.

Exploring Middle Brewster Island young Babcock went through the ruins of an old house on what was once a property owned by the Adams family. In a tumble-down closet in the ruins of the old house Babcock found a rotting leather jacket and in the pocket of the jacket was a yellowed and tattered single sheet printed in old style English characters. The title of it was "The Lighthouse Tragedy," and it tells of the death by drowning of George Worthylake, his wife Anne, and his daughter, Ruth.

## LIGHT'S FIRST TRAGEDY

At services held on Little Brewster Island last August, young Babcock read the ballad. Franklin told in his autobiography how he had been induced by his brother, a printer, to write the ballad when news of the tragic drowning of Worthylake, the first keeper of Boston Light, reached the town. It was printed and young Franklin hawked it on the streets of Boston.

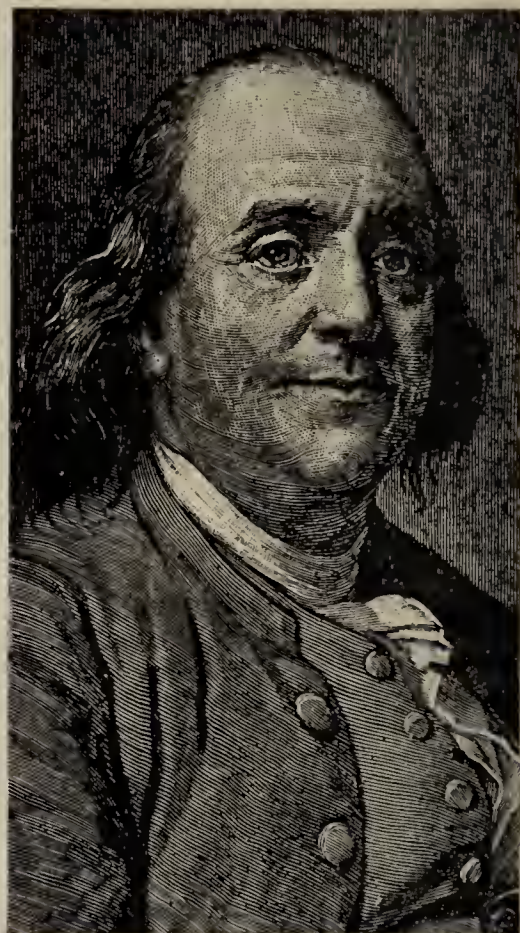
The ballad, if it is proven authentic, will be of greater value than the famous Tamarlane poem by Edgar Allen Poe, for which collectors will pay a king's ransom.

The ballad shown above has very little literary merit. It is the sort of thing that a 14-year-old boy might have written in haste, struggling to make the lines rhyme.

## WHOLE FAMILY PERISHED

Worthylake, first keeper of Boston Light, lived there with his wife and daughter, and also maintained a home on Lovell's Island, where his wife and daughter usually spent the winter, safer from the bleak winter gales. The Worthylakes were drowned

(See opposite page)



*B. Franklin*





## THE COAST GUARD

By BURT FRANKLIN JENNESS

**D**ECKS a-wash and scuppers under,  
Signal halyards stiff with sleet,  
Splitting crested seas asunder,  
Throwing up her helm to meet;  
Rations short and watches drear,  
Slippery decks and icy rails,  
Sizzling stacks and creaking gear,  
Making safe the steamer trails.  
Fleeting greyhound, lank and lean,  
On and never turning tail,  
Leaping down the slopes of green,  
Rising through the shrieking gale.  
Rolling like a rotten log,  
Pitching where the surges break,  
Creeping through the drenching fog,  
Crunching ice upon her wake;  
Wallowing in troughs waist deep,  
Rigged and manned for any plight,  
Trick and trick and never sleep  
Steams the cutter day and night.

Flying pennants of the law,  
Roving with commission free,  
Showing certain fang and claw  
To marauders of the sea;  
Bound for any latitude,  
On her mission unafraid,  
Bearing medicine or food,  
Surgeon's skill or nurses' aid,  
Ambulance or wrecking crew  
To the stricken on the wave;  
Doing what there is to do;  
Pregnant with the "will to save,"  
Swith patrolman of the sea,  
Charting bergs and marking drift;  
Skirting 'round the reefs a-lee  
Watching where the currents shift  
For a truant buoy bell;  
Clearing derelicts away,  
Telling us that "All is well,"  
Speaks the cutter night and day.

## "SILENT THOUGHT"

By M. E.

**W**HEN I am gone—  
Will others mourn  
For me? Or will  
Life gone on, until—  
That last day, cold,  
And gray, arrives  
And you go on your last patrol?

## POORE RICARDE

November 3, 1718. The first keeper of the light was 43 years old and had been brought up on his father's farm on Pemberton Island, later called George's Island. He had kept a farm on Lovell's Island, where he raised crops and sheep.

In November, 1718, Worthylake set out in a boat to take his wife and daughter back to Lovell's Island from the light, and the boat was swamped by a heavy sea and the whole family perished.

## LIGHTHOUSE BY THE SEA

By HUGH THOMASON

**T**HE scene was more beautiful far to my eye,  
Than if day in its pride had arranged it;  
The land breeze blew mild, and the azure arched sky  
Looked pure as the spirit that made it.  
The murmur rose soft as I silently gazed  
On the shadowy wave's playful motion.  
From the dim distant isle till the beacon fire blazed  
Like a star in the midst of the ocean.

No longer the joy of the sailor boy's breast  
Was heard in its wildly-breathed numbers;  
The sea-bird had flown to her wave-girdled nest,  
The fisherman sunk to his slumbers.  
One moment I looked from the hill's gentle slope,  
(All hushed was the billow's commotion,)  
And thought that the beacon looked lovely as hope,  
That star of life's tremulous ocean.

The time is long and the scene is afar;  
Yet, when my head rests on its pillow,  
Will memory sometimes rekindle the star  
That blazed on the breast of the billow?  
In life's closing hour, when the trembling soul flies,  
And death stills the heart's last emotion;  
O then may the seraph of mercy arise;  
Like this star on eternity's ocean.



## OUR FLAG

By James Rodman Drake  
1795 — 1820

**W**HEN Freedom, from her mountain height,  
Unfurled her standard to the air,  
She tore the azure robe of night,  
And set the stars of glory there!  
She mingled with its gorgeous dyes  
The milky baldrick of the skies,  
And striped its pure, celestial white  
With streakings of the morning light;  
Then from his mansion in the sun,  
She called her eagle bearer down,  
And gave into his mighty hand  
The symbol of her chosen land!

## BECAUSE YOU'RE YOU

Dedicated to "Big Bill" Galyean,  
U.S.C.G. Itasca.

**W**HY do I love you, Bill?

Let me see—

Because you're you and I am me,  
Loving you cannot always be analyzed  
Into thoughtful reasons why.  
I love your eager, joyous youth,  
I love the way you talk.  
I love your eyes, your shining hair,  
And I love the way you walk.  
I love your frank and friendly smile,  
You always seem the same.  
I love the way you treat your friends  
And the way you play the game.  
I've seen you win—and you didn't boast,  
You've lost—and you didn't whine.  
I've seen you laugh when you wanted to cry.  
I love you because you're fine.  
Maybe others could see your faults,  
You must have one or two,  
But somehow I just can't find them—  
I love you because you're YOU!

## LINES TO A FISHER MAID

By ALLIE R. BOSWORTH

**F**ISHING maid, you're waiting for me  
Up in Gloucester, bleak and stormy;  
By the little huts that cluster  
On the rocks where once we played;  
Watching o'er the broad Atlantic,  
All in vain your dreams, romantic,  
While the slow days drive you frantic—  
All alone, poor fishing maid!

Fishing maid, you're waiting, wishing,  
When you really should be fishing,  
For the fish you caught has beat it  
And your hopes of romance fade;  
Still you're waiting there and fretting  
Where the fisher huts are setting,  
Dreaming of the love and petting  
That I gave you, fishing maid.

Fishing maid, I left so ruthless,  
When you're old and bent and toothless,  
Maybe then you'll cease to wonder  
Why I left you where you stayed;  
Maybe then you'll take an airing  
From the halibut and herring—  
Why the very clothes you're wearing  
Smell like you've been fishing, maid!

## THE COAST GUARD

By LEW WILLIAMS

**W**HERE BREAKS the maddened crests of  
water hills,  
In vales of raging green and flash-  
ing foam,  
Where heart of man with awe and wonder  
fills  
Where death stalks rampant, there he finds  
his home.

Oh, here no shrinking weakling may be  
found,  
For here abideth nerve and steady hand,  
And fighting hearts where loyal throbs  
abound,  
The steel-bound soul, the courage of a  
man.

Throughout the night of tempest at his  
post,  
A sentry waiting for the anguished call,  
To vanquish with his skill, the ranging host  
Of waves that carry grim death in their  
fall.

And while we sing the praises of the throng,  
The heroes of the battlefield and sea,  
Here would we add a new lilt to our song,  
For Coast Guard courage, Coast Guard  
loyalty.



## The SKIPPER'S OPINIONS



### ESPRIT DE CORPS

ALL of an officer's efforts should be directed towards creating the proper spirit in his men both individually and collectively. The enlisted man or the organization which does duty only because it has to is of very poor quality.

There are some horses of mettle and spirit which it is a pleasure to look at. Their movements are free and easy and they work because they like it; there are other horses which never move unless there is oats ahead of them or a whip behind. It is just so in the service. Some men and some organizations take an interest and a pride in their work. Others drag along and find their chief interest only at the mess table or on pay day.

Therefore, all of an officer's efforts should be bent upon developing an interest of his men in their work. The result will depend upon the officer himself. The first requisite on the part of the officer to accomplish this result is a live interest on his own part. No man can create an interest among men where he feels no interest himself. One officer will step in front of men and they will give a fine, snappy drill; all of the men will be right up on their toes. Another officer may take the same men and every movement will drag.

In establishing this interest an officer should be careful to consider the characteristics of his men. The autocratic methods that are used in the German service would bring only disaster if applied to our American youth. The German will do whatever his officer tells him. Years of training have instilled into him implicit obedience to the will of his officers. With Americans you get best results by explaining the reasons for things first. The American will endure privation and hardship as well as any man in the world when privation and hardship are necessary, but he does not like to undergo discomfort unless he sees the necessity for it. For instance, the American soldier will carry his heavy pack containing rations and blankets and ammunition uncomplainingly. He needs his blankets, he wants the food, and he may have to use his ammunition. In the Army some few years ago when practice marches first began it was ordered in some commands that extra weight should be provided by putting small bags of sand or bits of iron wrapped in cloth into the soldier's pack. The idea was to harden the soldier by getting him accustomed to the extra weight. To many soldiers this plan was exceedingly obnoxious. They did not like the plan because they could see no necessity for it. In soldier parlance they objected to being used as pack horses.

The officer who can develop in his men a live spirit is a most valuable one. The means of doing it are various—often-times competition is the most successful method. One officer was most successful in developing individual interest in his men by keeping ever before them the fact of their individual responsibility. If he saw one of his men presenting a careless or slouchy appearance he would say, "Smith, I take lots of interest in the appearance of my men

and I want you to do it, too. Your present appearance might do for some other ship, but it won't do for this one because it is not up to our standard." By such means he made the men of his ship take an interest in themselves and an interest in the ship.

The morale of services is the most valuable asset they can have, and the morale of services is founded upon the esprit of individuals.

### N. A. R. OFFICIAL

In a recent statement issued from the national office of the National Association of Regulars in the Victor Building, Washington, D. C., National Commander George M. McNulty announced the appointment of John Arthur Shaw of Washington as national employment officer of the N. A. R. This appointment is of particular interest to those who are serving or who have served in the U. S. Coast Guard, as Mr. Shaw served nearly nine years in the Coast Guard in ratings of surfman, yeoman, and chief yeoman up to his final grade of pay clerk.

Commander McNulty points out that Mr. Shaw is particularly qualified to fill such a position and to obtain jobs for former service men and assist them in filing applications for government positions, inasmuch as he was for several years national director of the U. S. Veterans Employment Service of the Department of Labor.

### LEGARE

*Legare*, together with Oswego Lifeboat Station lifeboat, assisted a barge heavily laden with oil, with three men aboard, in distress in a position approximately 7 miles west-northwest from Oswego (New York) Light.

### CAYUGA

*Cayuga* intercepted the trawler *Olivia Brown*, disabled in a position approximately 175 miles east by south of Eastern Point, Gloucester, Mass., and towed the disabled craft to Gloucester, Mass.

## LINCOLN'S GETTYSBURG ADDRESS

FOURSCORE and seven years ago our fathers brought forth on this continent a new nation, conceived in liberty, and dedicated to the proposition that all men are created equal. Now we are engaged in a great civil war, testing whether that nation, or any nation so conceived and so dedicated, can long endure. We are met on a great battlefield of that war. We have come to dedicate a portion of that

field, as a final resting place for those who here gave their lives that that nation might live. It is altogether fitting and proper that we should do this. But, in a larger sense, we cannot dedicate—we cannot consecrate—we cannot hallow this ground.



The brave men, living and dead, who struggled here, have consecrated it, far above our poor power to add or detract. The world will little note, nor long remember, what we say here, but it can never forget what they did here. It is for us the living, rather, to be dedicated here to the unfinished work which they who fought here have thus far so nobly advanced. It is rather for us to be here dedicated to the great task remaining before us,—that from these honored dead we take increased devotion to that cause for which they gave the last full measure of devotion—that we here highly resolve that these dead shall not have died in vain—that this nation, under God, shall have a new birth of freedom—and that government of the people, by the people, for the people, shall not perish from the earth.

### CG—186

CG-186 took the disabled shrimp boat *J. C. Byers* in tow from a position approximately one mile north of Matanzas Inlet (Florida) and towed the vessel to St. Augustine, Fla.



"TO THE RESCUE," an oil painting by the U. S. Coast Guard artist, Chief Printer John Wisinski, U.S.C.G.





"NIGHT PATROL," another fine water color by Coxswain Marius Petersen, U.S.C.G., Staten Island.

IT IS EASY to think that the bulky form, the deep voice, and the hard boiled manner are sure signs of courage.

But they are not, by any means. They are often only fronts sets up by cowardly hearts.

It takes courage not to whine and gripe and shed verbal tears at every setback and discomfort; but to suffer pain and humiliation and reverse of every kind with a smile.

It does not take courage to receive the cheers of the crowds and pats on the back; but rather to be generous, considerate and good natured when you are down and out, and getting a kick in the pants.

It does not take courage to give in to sadness and idleness and self-pity; but it does take courage to carry on day by day the hard labors of a useful and promising life.

It takes courage to resist bad example, to fight unjust derision, to stand up for what is right—even if you must stand alone.

It takes courage—most often with the young—to have it known that you want to develop the habits of honesty, straightforwardness and dependability, that you have the high ideals and that you dare to follow them out in spite of derision and ridicule.

An athlete develops his body, and his spirit, through exercise and competition.

You develop courage by doing at all costs what you know is right. You weaken courage when you fold up.

Why not seize every opportunity to become courageous by performing some of these courageous deeds mentioned?



## BLENDED 33 TIMES TO MAKE ONE GREAT BEER

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—AND PROVE IT!

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FAMILIAR TO COAST GUARDSMEN is this Dockage at Staten Island, New York.

## Welcome, Coast Guard!

By G. C. MEADS

Secretary, Chamber of Commerce  
Elizabeth City, N. C.

IT WAS ONE of the proudest moments in the history of Elizabeth City, N. C., when the formal dedication of the largest and most modern U. S. Coast Guard Air Station on the Atlantic seaboard took place on October 17, 1940. It will stand in all its modern beauty as a symbol of progress.

We are highly elated over the fact that the Federal Government and U. S. Coast Guard officials chose our county as the location for this air base which is on a par with any in the United States, and it is extremely fitting that the historic Bayside Plantation, known for its Southern beauty, should have been selected, for it was as far back as the early 19th century that progressive movements were being made on this very spot.

One important reason we are so proud of this milestone of progress is the type of personnel that is being drawn to our city. To these high type citizens we extend a hearty welcome and offer our full cooperation.

We feel deeply indebted to Congressman Lindsay C. Warren for successfully pressing the appropriations that made possible this air base which will always stand as a monument to him in his successful and patriotic career.

Mingled with the drone of motors of Coast Guard planes as they take off and sit down on the broad concrete runways is the drone of the planes on Elizabeth City's municipal airport which is just across the highway.

Yes, land, sea, and air transportation has made the picturesque community, situated on the blue curves of the Pasquotank River, grow into a major shipping center. The main line of the Norfolk and Southern Railroad, the Intra-Coastal Waterway Route and U. S. 17—the Coastal Highway—have gone together to place the city within easy access of the greatest markets of the nation and the world.

Keeping with the trend, Main street of Elizabeth City has in the last two years undergone a general face-lifting to make shopping a pleasure. From tiny specialty shops to great department and furniture stores, retail business has sponsored a progress all its own.

Unlike much of the South, Pasquotank County, of which Elizabeth City is the county seat, is one of the richest truck gardening sections on the Eastern seaboard. Diversified farming brings money to farmers all summer long, from May until late October. The ten agricultural counties which Elizabeth City serves as a trading center produce twenty-three per cent of all fruits and vegetables, thirty-four per cent of all the corn and hogs, thirty-eight per cent of all the peanuts and twenty-seven per cent of all the soy beans grown in North Carolina.

Though not an industrial center, the city has an industrial payroll of well over \$30,000 weekly from hosiery mills, textile plants, lumber mills, ice plants, and furniture, candy, paper box, brick, basket and barrel factories and marine railways.

Elizabeth City's yacht basin is one of the most popular between New York and Miami, and in between the seasons the sparkling sea-going vessels of the DuPonts, John Charles Thomas, and many others are hauled up on dry dock for seasonal manicures. The basin gains its wide popularity because of the advantage of tying up in fresh water.

It was in Pasquotank County that the first organized rebellion broke out against English authority. John Culpepper, who was then surveyor-general of the Albemarle, became aroused when Thomas Miller, acting governor of Albemarle, boarded a schooner anchored off Relfe's Point and arrested Culpepper's friend, Captain Zack Gilliam, a Yankee sea captain.

Culpepper and a few friends took the law in their own hands when one night they imprisoned Miller. Culpepper was made governor. He served for two years until he was arrested and taken to England for trial. A charge of treason failed to bind Culpepper because it was proven that Miller's government was also illegal.

Elizabeth City is said to be named for Elizabeth Tooley, who kept a grog shop on Water street where the Garrett Hardware Company now stands, and who deeded the community the site of the town.

Cape Hatteras, on the outer banks, is reached from Elizabeth City through Currituck, Kitty Hawk and via the Oregon Inlet Ferry. The great Cape Hatteras National Park extends from the Cape and includes much of the Dare County coast to the north. The old lighthouse of Hatteras has been preserved. One of the tallest in America, it has served for many years to guard ships from treacherous Diamond Shoals, "the Graveyard of the Atlantic."

Excellent fishing and hunting is nearby. Currituck and Dare Counties, only a few miles away, are fast becoming internationally known for their wild fowl hunting and deep sea fishing.

Dare County's beaches are also more and more popular each summer in attracting thousands upon thousands of tourists and vacationists.

Sixty-five miles southeast is Roanoke Island, site of the first English settlement in the New World (1585-1587) and the birthplace of Virginia Dare, the first child born of English parents in America, on August 18, 1587.

In Dare County every summer is shown the great epic drama of North Carolina, Paul Green's "Lost Colony."

There on the sandy shores at Kitty Hawk rises the gigantic Wright Memorial which was erected by the Federal Government in honor of Orville and Wilbur Wright, who, on December 17, 1903, made the first flight in a power-driven airplane. To all this Elizabeth City serves as a gateway.

Fame is also claimed for the annual national and international moth boat regattas which bring competing skippers from New England to Florida. Elizabeth City is the home of the moth type sailing craft. In 1929 it was designed by Captain Joel Vansant and the first one was constructed in the tiny shop of Captain Harry O'Neill, one of the "Old Salts," who is still building as the recognized expert.

The Albemarle Hospital, operated since 1930 by the county and city with assistance from the Duke Endowment recently erected a nurses' home at a cost of \$20,000 and increased the capacity of the hospital to 50 beds. It is well equipped and contains complete facilities. In addition, a modern medical building is located down town.

The city boasts 25 miles of paved streets and 35 miles of paved sidewalks.

Electric light, power, water and sewer services are municipally operated, with modern telephone and telegraph services and gas plant.

The average temperature is 60 degrees. Winter is mild and the season is short and the average yearly rainfall is 45.5 inches.

We appreciate this opportunity to present our section, of which we are proud, and invite all who can to come to this city and we will exert every effort to provide them with the happiness and contentment for which Elizabeth City is justly famous.

Welcome, Coast Guard!

## POPPY

The cutter (tender-class) *Poppy*, which has been employed for some time past in neutrality and enforcement duties in the Tampa, Fla., area, has returned to service in the maintenance of aids to navigation.





# "TO THE LIONS!"--Nero

## Two Salts From The Cutters Find The Going Rough Inside The West Gate

By "HIRAM O' THE SEA"

THE IMPERIAL court rooms of Nero were resplendent in all the glory that was Rome. Nero himself sat upon his gilded throne, his purple robes thrown back over his chair, his imperial chin in his imperial mitt, a scowl upon his imperial jowls. Even that night he had expected to set fire to Rome when the royal ship's writer had advised him that his insurance policies had lapsed and needed renewing ere the Swedish safety matches should be touched to the historic pyrotechnics.

Hence, the emperor was much incensed and sought other diversion. Already he had issued orders to light up a couple of Christians for the purpose of illuminating the Appian Way, when a great commotion arose without the court room doors.

### TWIXT BRAZEN PILLARS

The two centurians who stood at the doorways at the entrance of which two brazen pillars stood erected, were seen to dash from the palace to ascertain the cause of the alarm at the palace doors. Soon the centurians returned.

"Who comes here? Who comes here?" challenged Nero.

Advancing toward the throne and bowing as they came, the centurians spake as follows: "Our guards on the beaches of Pompeii report having apprehended two strange looking individuals, the likes of whom have not heretofore been encountered within the limits of the Empire. They claim to be sea-farers from a foreign country. They are not Phoenicians, neither are they Carthaginians, yet they claim the sea as their home and—Oh, Nero—they claim they are *hungry*."

Sensing some new diversion to gratify his lust for the sensational, Nero roared, "Trot 'em in. I'll see what these blousers have under the ball."

No sooner had Nero's command been given when a loud blast resounded on a trumpet, the massive temple doors swung apart and the two strangers entered.

### NERO GETS TOUGH

"Advance to the foot of the throne!" commanded Nero in his most gruff and imperial tones.

"Awright, Cap'n, we're coming as fast as we can make it," replied one of the strangers.

"Give account of yourselves and your reason for being within the limits of the Empire!" roared Nero.

"Well, you see, it's like this, Cap'n," replied the spokesman of the duo. "We're two coal heavers from the Coast Guard—"

"You are two WHAT?" roared Nero.

"Two coal passers, firemen third, guys what pass coal," (this was in Nero's time and ships were not yet oil-burners) insisted the spokesman, "and we just come

off the mid-watch and we tried to get our midnight chow, but the guy in the galley he wisgs us up that 'a wave of economy' is sweeping Congress and that as far as midnight chow goes—that's all there is, there isn't any more. Now, figuring as how we can't pass coal without no chow, Spike here, and me we lowers the punt and sculls over to the beach because a Wop fiddler what comes alongside in a outrigger canoe and plays 'Yambo, Yambo' on a fiddle, tells us that here where this city of Pompeii is there will some day be a Wop town called Naples, and, as these Pompeii people is the forefathers of the Wops, maybe we can get a good feed of spaghetti under our belts and sneak back to the ship wi'out getting caught, and, even if we does get caught, we figure a court is worth a good feed of spaghetti, being as how the high cost of living ain't arrived yet. We didn't mean no harm, figuring maybe Mickey McLernon or Pat Coyne'd put in a good word for us. She was feeding rotten and we was hungry. Our commissary steward was a boot and . . . ."

### WOULDN'T BELIEVE 'EM

"An amusing story, indeed," commented Nero, and then: "Continue with the narrative."

"Yeh," continued the Coast Guardsman, "I was going to keep shooting right along when you butted in. So we hits the beach and starts gunning for a spaghetti joint when a couple of these marines of yours with tin top coats over a pair of skirts and aluminum leggins on rushes up at us with them bolos in their mitts and makes like they are going to part our hair in the middle for the rest of our cruises. I seen right away there wasn't no use fighting a lot of marines with knives in their hands, but Spike here is from 'Sou' Bawston,' and he ups and cracks the sargint of the tin marines right in the puss and lays him out on the beach like bag inspection. Then they all jumped us and clapped us in chains and hauled us up here in a circus wagon to what they said was Rome. We didn't mean no harm and I told Spike when we get to Rome all will be jake because as like they teach in the Coast Guard Institute, 'When in Rome eat Roman candles,' and Spike and me was figuring if we could find a candle we'd be jake and maybe we'd be made a Prince or a jack or a ten spot or something."

"Prevaricators!" shouted Nero. "I will have naught of your false story. How should I know you are not Carthaginian spies?"

"By the cut of our jibs," said the spokesman of the two, "and by our finger prints and the names in our hats."

"This night you shall provide me with

amusement," sneered Nero, as an evil grin spread over his countenance.

"I'll p'ay you a game of acee-deuce," said the spokesman, "or Spike, here, and me, we'll spar a couple of rounds for you, or I'll tell you about the time little Willie Allen, under Captain Henderson, dropped a pair of socks overboard. . . ."

"Silence!" roared Nero. The two stood mute.

### TO THE LIONS!"

"Are you Christians?" asked Nero.

"I ain't never voted," said the spokesman of the two, "but, Spike, here, is a Republican."

"Hah! A Republican," sneered Nero, "and you entered the domains of the Roman Empire because you were hungry. You sought food here. Well, this very night you shall be food for the Numidian lions in yon arena. This very night you shall be cast to the lions."

Then, turning to the centurians, Nero ordered, "Take these two coal passers and throw 'em to the lions. Take 'em away."

"I'll report this through official channels to the Treasury Department," shouted the spokesman, as the two strangers were dragged toward the arena, from whence issued loud and raucous roars like unto the snores of two berth decks combined.

With a wave of the hand, Nero summoned a messenger and ordered:

"You will proceed post haste to the arena. You will report to me when the lions have devoured the two coal passers. Hungry were they, eh? They'll not be hungry after tonight!"

Even as the messenger departed the sounds from the arena reflected the great struggle there. Cries of "Atta boy, Spike," and "Get 'em, Red," indicated that the two sea-farers were giving a good account of themselves. Rome was learning that a Coast Guard gob is not a "set-up" even for a hungry Numidian lion.

### THEY SHOWED 'EM

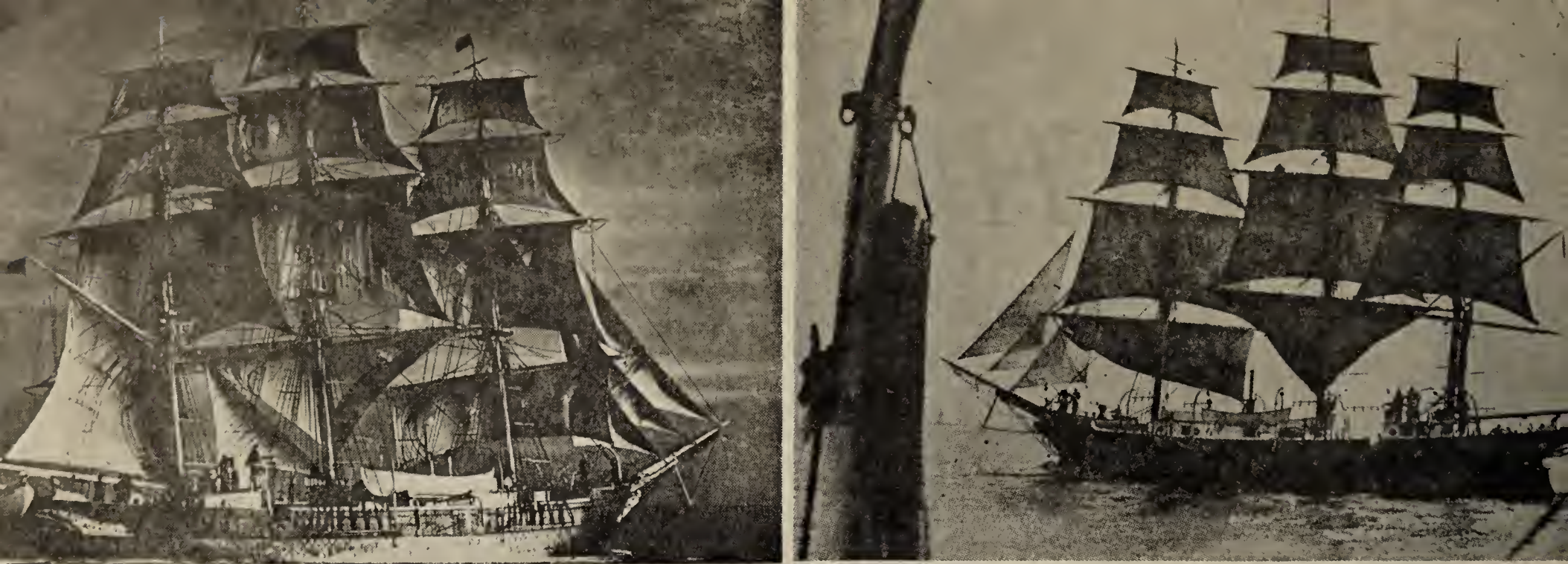
Suddenly the heavy evening breeze wafted to Nero's ears a mighty cheer. It sounded and resounded all over Rome. No such clamor had ever before emanated from the arena. What could it be? "I should have attended in person," mused Nero.

At this juncture the messenger, breathing heavily and arm and leg weary like a four-rounder in the eighth round, dashed into the palace, crying, between gasps:

"Hail, Nero! I bring—news—of—vast—import. The two—coal—passers—were—cast unto—the lions. The lions—O Nero—charged the coal passers. They grappled. They went round—and round—and then—O Nero—he coal passers ate the lions!"







STURDY TIMBERS are shown in these two excellent pictures of the rugged old *Joseph Conrad*, now under the Coast Guard as a Maritime Service Training Ship.

# "I've Sailed The Seven Seas"

I CAME INTO being in Copenhagen, Denmark, in 1882, made of stout Swedish iron. I had to have a name, so they christened me *Georg Stage*, after the shipowner whose money made my existence possible. And now, after almost three score years, I bear a yet more illustrious name—*Joseph Conrad*.

I am one of the few surviving frigates in the world today; a world that once knew nothing but sail. A hundred feet at my waterline, a twenty-five-foot beam, a draft of twelve feet, and a gross of about two hundred twelve tons give an inkling of my smallness. Hardly anything to compare with such giants as the *Queen Mary*, *Normandie* or *Bremen*. My decks are of teak, my rigging strong iron wire; masts of iron and pitchpine. Peculiar specifications—a hundred years behind the trend—yet I bow to nothing that sails the seas. I am one of the last of my kind, but no palatial liner of today can even point to a past such as has been mine.

## FOR A DEFINITE PURPOSE

Man designed me to serve a definite purpose: that of training other men so that ships could be handled by sailormen who knew their job and in whom I had instilled some measure of the traditions of the sea upon which I bore them. A good man may be down, but never out. Cannot the same be said of ships? Let's look back a bit. I had the misfortune to be rammed and sunk in the Baltic in 1905, taking twenty-two boys to the bottom with me. Down, yes, but not out, for man deemed me worthy of being raised. The following year I was salvaged and continued my career of ceaseless brushings with the elements.

Had it not been for that reclamation of an otherwise wreck I would not today be able to look upon a glorious past and a most promising future. Even my registry has been changed and instead of the original Danish Merchantman, I now, after a brief interlude of British registry, fly the Stars and Stripes. In common with my Viking ancestry I have gone to other and more promising lands.

I have one thing in common with sailing ships that is rarely, if ever, found in the more modern ships of steam and complicated turbines. I refer to the old custom of changing the figurehead along with

## *The Story of the Good Ship Joseph Conrad.*

By JOHN K. BOOTH

the ship's name. Where once my prow bore the likeness of the late *Georg Stage* it now displays the gilded head of that famous Polish writer of the sea—the immortal *Joseph Conrad*. Since that day in August, 1934, it has been my hope and ambition to live up to the splendid ideals and determination of that man who, through sheer ability and doggedness, surmounted almost impossible obstacles to become the man of letters that the world now, belatedly, acknowledges him to have been.

A new life, for me, had begun. I had no idea when I left my native land that I was headed not only into a new phase of life, but also into another world.

It all began on September 3, 1934, when under a new name and colors, I left Copenhagen and sailed to Harwich. After a stormy session with the Channel, I crossed the Bay of Biscay, and picking up the trades, followed the westward passage of a great Norseman, who, more than 900 years before, had headed his prow into the setting sun.

## IN THE SARGASSO

I was becalmed on the edge of the Sargasso Sea, and my next memory has to do with the soothing winds of the Bahamas. I arrived in New York in midwinter, 66 days after having left Harwich. Here again, Fate struck at me. A blizzard blew me on the Shore Road Rocks. My hull was pierced 'midships, and the icy water filled my main tweendecks to the deckhead. Hauled off the rocks I was dry-docked for three weeks, and once more pronounced sound and sea worthy. Soon again I was underway, this time headed south, bound for Rio. I crossed the Equator for the first time, 37 days out of New York. After a brief stay in Rio I took a new course and berthed at Cape Town. Then followed the East Indies, Java, Bali and Singapore. Then other fabled lands: the Bismark Archipelago, the Solomons, Guadalcanal, Sydney, Melbourne, Samarai, Auckland, Papeete, Cape Horn, and then a long haul back into the

North Atlantic. Back in New York—a voyage of 57,800 miles completed in 555 sailing days.

Then I entered into another phase of my life. On November 10, 1936, my British flag was hauled down and the American flag run up. Now I am again training men who will go down to the sea in ships.

## FIFTY-EIGHT YEARS

I thought that by briefly sketching my 58 years of life I could, some how, point an object lesson to those who are wont to despair when sorrow and tragedy makes inroads into their lives. According to the rules of the game I should have ceased to exist below the surface of the Baltic in 1905. Such a blow would have been final to many, but man thought otherwise in my case. My life had but begun. There was work to do. It would have been far, far easier to rest there at peace, but such was not to be. Think of all I would have missed had I remained in that grave! Now that I look back on it I know it was never meant that I should thus prematurely "give up the ghost."

So, I ask that when all seems to have gone wrong and an "easier way out" is offered, don't consider it at all. Somewhere the sun is more bright, the breeze more gentle—and life is better. Let's look more to the future and forget the dismal past and uncertain present. We can but guess what life may have in store for us, and it is one swell gamble.

## LONGEVITY PAY

Study is being made at headquarters, and some phases have been submitted to the Comptroller General for decision, concerning interpretations of Coast Guard pay arising out of the amendments to the pay act made in the Selective Service Act. One question to be determined is whether Coast Guard enlisted men may count prior service in the Army and Navy for the purpose of computing longevity pay.

## MAYFLOWER

Orders which were issued by Headquarters on 22 October to place the cutter (tender-class) *Mayflower* in commission have been rescinded by Headquarters.



## MY SON HAS GONE!

(Concluded from Page 4)

going to cause our America of 1940, in patriotic spirit, to revert to the America of Nathan Hale, of Washington, of Franklin and Hamilton; a virile, square chinned, triumphant and powerful America. May God bless it!

Millions of men will learn what it means to discipline themselves. A million men a year will learn how to do a job like a man should. They'll come back from the Service bigger, better, broader. They'll be "The American Legion" of the future, taking an active part in the workings of American citizenship. They will be respected because they have served. They will have been useful to their country and, having been useful, they will be indispensable. In the final analysis, they will rule the country!

So tab the 1940 draft act as the biggest thing in years and years. It will give America back to the spirit that founded it. Once again it will surge to the music of John Paul Jones' retort, "Surrender? We have not yet begun to fight." Mark the 1940 draft act as a redeclaration of independence toward a safer and better country in which to spend our days.

## WASHINGTON WHIRLPOOL

(Concluded from Page 6)

aviators are receiving advanced instruction in the use of machine guns, an ominous sign. . . . The 1941 convention of the Regular Veterans Association will be held in Kansas City, Mo. . . . Recently Congressman Fred Bradley, of Michigan, made a speech to the House of Representatives and quoted at length from the pages of the U. S. COAST GUARD MAGAZINE. Congressman Bradley is intensely interested in the Coast Guard's recent aerial survey of the Great Lakes region. . . . Almost immediately after the crash of the single-engined JRF amphibian that killed Lieutenant True G. Miller and Seaman Travis Redman, Headquarters ordered all JRF's grounded. The Navy makes extensive use of JRF's, which are speedy and very tricky, but many of the JRF's that the Coast Guard has been using have been overhauled so many times that there is every reason to doubt their further serviceability. . . . The "Whirlpool" hears a report that the Navy refused to make a reasonable offer for the Coast Guard Air Station in Charleston Navy Yard and that the contemplated exchange of this station is temporarily in the discard. . . . Plans for the overhaul shop and repair base at San Diego Air Station are moving along rapidly but there will be no official classification of the unit as a repair base. It will appear on the register as just another C. G. air station.

## CUTTYHUNK

Picket boat from Cuttyhunk, Mass., Coast Guard lifeboat station proceeded to the assistance of motorboat No. 4CH29, in distress in a position near the entrance to Buzzards Bay and towed the vessel to Cuttyhunk, Mass.

## MARIGOLD

The *Marigold* which has been held at Detroit in a decommissioned status, has been ordered recommissioned with new permanent station designated as Detroit, effective on the date the vessel is placed in commission.

## THE NORTHLAND'S CREW

"CANVAS-BACK" Hughes, our somnambulist quartermaster, we find, is an expectant father. Se spends his off-watch period in unconscious bliss, forever hoping to be awakened by the radio messenger with a radiogram announcing "wife and baby doing well." Lots of luck, son.

Since "Joe" (Fuzzy) Caveness, our QM2c, was appointed "jimmy-legs," the crew has been in a turmoil. The weird noises emanating from his bos'n's pipe at chow-down sounding somewhat like a cross between "sweepers, man your brooms!" and "There'll be no swimmin' in the waterways."

"Boats" Ridenour, our "Old Gray Mare," has charmed many a meal at the chow table with some of his outrageous stories of the exploits of his "Brudder," who, he claims, attended several semesters in a college located at Ossining, New York. He is out done, however, by "Let Me Tell You a Sea-Story" Alley, who stops them all with his tales of the schooner so long that it took seven days to make a tack.

"Kill It Doc" Davis, our BM1c, happens to be the only enlisted man in the Coast Guard possessing said moniker minus either "Stinky" or "Windy" prefixed. Boy, can he eat!

While there are quite a few cribbage games on board, the feud having the most interest is the one between "Benito" (Double-ration) Passero and "Adolph" Durschlag. At the start of the cruise, "Benito," being an old hand at the game, would count some points one way at one time and differently at another, and "Adolph," being a novice, would lose his shirt. Now, however, "Adolph" has acquired a book of Hoyle, copied the scoring system from it, pasted it on a large board and now plays with it beside him.

"Twinkle-Toes" Twitty, the twerpy Sea2c, ran out on the fo'c'sle the other night when he heard that the "eild cat" had given birth to a whelp.

"Snoop" Durant, our dashing pornographer, went ashore at Holsteinborg with two boatloads of equipment and returned after dark crowing about some swell shots he had taken of a native falling off a cliff. While unloading his camera he found that one of his husky pups had been asleep in the camera and the shots were ruined. Now no one will walk near a cliff when "Snoop" is around.

"Shylock" Smith, our swarthy seller of sundry smoking supplies, sweetmeats and so forth, was heard mumbling these fatal words in his sleep the other night, "5 plus 5 equals 15 plus 5 equals 25." Now all hands are calling for a recount of their bills for the year 1929-1940, inclusive.

"Champ" Marlowe startled the PO table this AM by rising for breakfast.

"Ma" Fanning was heard the other day trying to bribe the PhM1c into letting him have his typhoid inoculations while he had his peacoat on.

"Hairless Joe" Todd spends all his time puttering around the ship. He says he is looking for "electrical grounds" and retirement.

## MAYFLOWER

The *Mayflower* which has been held at New York, N. Y., in a decommissioned status, has been ordered recommissioned and the permanent station of this vessel will be ordered later.



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## NEW YORK AIR STATION

By PERRY CHUTE

WELL, another month has passed and Christmas is here. Lt. Seeger and Rapp, ACMM, left for San Diego Air Station and a farewell party was given in their honor. McNeil, AMMlc, was master of ceremonies and turned in a wonderful job.

Leadbeatter, upon registering to vote, had to take a literacy test (he is up for chief) and when he went back to vote the sweet young thing asked him if he knew how! Tygart, Sealc, came back from Georgia with some cigars (TWOOFERS)—a very good smoke, two for a nickel. Jablonski, Sealc, has taken unto himself a bride of the O'Leary clan. Good sailing, Ski! Joe Forbes, upon donning his new CPO outfit, went home and the landlady chased him with a broom, thinking he was the dogcatcher. Joe had to call his wife to come and get him. "Pappy" Reeves met a Fifth Columnist one night but won the go as a cop and the bartender refereed. Calhoun, AMM3c (AP), has arrived fresh from Pensacola and taken over his duties. This boy Calhoun is a very quiet and unassuming lad. We are all overjoyed to hear that "Rebel" Berry's accident is not as bad as first reports. The officers and men of this station regret the untimely death of Lt. T. G. Miller, who will be long remembered as an officer, gentleman, and aviator.

The Agony wagon was here with Dr. Calhoun and Sutton, PhMlc. Here is an idea. How about more of these dental

trailers? . . . Several days ago, at crash drill, Julian White got in the crash boat and went aft to see if the water was coming out, and at the same time the coxswain gave her the gun! The twistings that poor Julian went through to stay aboard would make a snake with St. Vitus dance blush with shame. Next time maybe we can duck him. . . . You should hear McNeil singing in his bawth. (Take it easy, Mac, we want the plaster to stay on!) . . . At quarters, Kollen, Sealc, asked Bean, ACMM, how to resuscitate a pregnant woman. That is one time Bean had nothing to say. . . . Lt. Johnson has arrived and taken over the duties of Lt. Seeger as Maintenance Officer.

Have heard via the scuttlebutt that there is to be an aviation edition of the COAST

GUARD MAGAZINE. All men in aviation would like to see it go through, for a lot of men in general service think that all there is to aviation is flight pay. Well, that is about all except working all night on a 25-hour check so the plane can go the next day. Or have you ever seen an engine change, or did you ever put on or take off the beaching gear of a Hall boat in below-freezing weather when a sea was running and your waders filled with water? Sure, you will say they can take a hot bath and go to bed. Oh, yeah? And let salt water start its dirty work? The plane has to be washed down and the engines treated. Have you ever spent 10 to 15 hours in a Hall boat and listened to those 1,500 "jassacks" kicking over? Think of the pilot that has to mulehaul that same big boat when the weather is a little bumpy. Do you know that all men assigned to aviation *do not* draw flight pay, but are prorated so that all hands get some, and students do not draw flight pay? Have you ever heard at night, "Put the duty plane on the line and warm it up. A small boat is missing!"

## NEW DISTRICTS

Two new districts have been established in the Coast Guard. One at Philadelphia, Pa., which will consist of that part of the New York District comprised within the States of Pennsylvania, Southern New Jersey and Delaware. Commander E. A. Coffin will command this new district. The other district will be the Los Angeles District, with headquarters at Los Angeles, Calif., and will consist of the southern counties of California and the States of Arizona and Utah. Commander L. L. Bennett will command this newly formed district.



OSCAR QUIVERS asks, "Whaddaya pullin' out y'r jumper like that for?"

Replied Homer Oxenheart, "The doctor told me to watch my stomach."



## C. G. LEAGUE

A dinner honoring visiting delegates to the League of Coast Guard Women was held in Washington recently.

Delegates from many Eastern States were present at the principal meeting, which was addressed by Admiral Russell R. Waesche, commandant of the Coast Guard.

Honor guests at a luncheon included Mrs. Henry Morgenthau, wife of the Secretary of the Treasury; Mrs. William H. McReynolds, wife of an administrative assistant to the President; Mrs. Daniel W. Bell, wife of the Undersecretary of the Treasury; Mrs. Herbert E. Gaston, wife of the Assistant Secretary of the Treasury; Mrs. Carl Michel, wife of the Public Health Service senior surgeon, and Mrs. Mary M. Rogers, of the American Red Cross.

## ?? NAVY MERGER ??

THE newspaper clan of America has gone completely overboard with predictions that the Coast Guard will momentarily be consolidated with the Navy. A careful and thorough study of conditions in the National Capital leads the U. S. COAST GUARD MAGAZINE to doubt the accuracy of the newspaper predictions.

The U. S. COAST GUARD MAGAZINE gave an accurate insight into the Navy-Coast Guard situation five months ago when, in our August issue, we published the following article. This article is as true today (Nov. 28) as it was last August.

"From day to day the state of national emergency is subject to change. One of the possibilities of the future, which everyone refuses to discuss, is that the President may place the Coast Guard under the jurisdiction of the Navy, even though a state of war is far removed.

"There was a time when such a merger, no matter how temporary, would have created a state of alarm in the Coast Guard, there being a very sound belief that the bulky Navy Department was in many ways unsuited to guide the work of the Coast Guard. That situation is perhaps truer today than it ever was, but a merger of the Coast Guard with the Navy would today be something far different from what it might have been a few years ago.

"It is believed that a merger of the two Services (and we are not predicting such a step) would be consummated only for legal reasons having to do with contract purchases, rearmament programs, etc. Officers and enlisted men aboard ships would see no difference in their daily routine. Coast Guard cutters, patrol boats, and shore stations would carry on their coastal surveillance exactly as at present. This is a direct tribute to the Coast Guard.

"If our Service had not been operating at the very peak of efficiency in recent years there would have been a demand for the Navy to inject itself into the picture and actually administer the Coast Guard. The future holds nothing of that nature in store. Even in the event of an actual outbreak of hostilities the Coast Guard will, though merged with the Navy, function as an integral unit; will not lose its identity."



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6. Fire-fighting water
7. Salt water
8. Bilge water
9. Sewage and waste water
10. Sanitary water
11. Condensate
12. Make-up feed water
13. Clean ballast water
14. Combined fresh and salt water
15. Fresh evaporator feed water

Whether or not they're really different kinds of water is a matter of opinion. But there's no doubt about the G-E motors and control on the pumps—their reputation is firmly established by years of outstanding service on all types of vessels.

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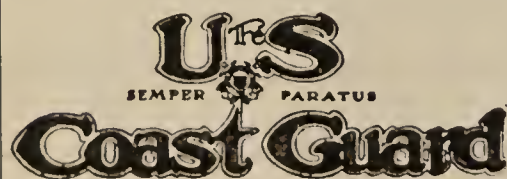
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## OFFICERS GAZETTE

### COMMISSIONED OFFICERS

#### CAPTAIN

T. G. Crapster, Norfolk District, relieved of  
duty as Captain of the Port of Hampton  
Roads and the harbors of Newport News and  
Norfolk, Virginia.

#### COMMANDERS

C. H. Dench, det. *Tahoe* to command San Juan  
Dist.

E. C. Merrill, det. New Orleans Dist. to San  
Francisco Dist.

W. J. Keester, Norfolk Dist., assigned addi-  
tional duty as Captain of the Port of Hamp-  
ton Roads and the harbors of Newport News  
and Norfolk, Virginia.

L. L. Bennett, relieved as commander, Los An-  
geles Section, to commander, Los Angeles  
District.

E. A. Coffin, det. *Taney*, to Commander, Phila-  
delphia District; Captain of the Port of  
Philadelphia and all ports below Philadelphia  
to and including Lewes, Delaware.

L. E. Wells, relieved as C. G. Representative,  
Philadelphia, to Chief of Staff, Philadelphia  
District; also relieved of duty as Captain of  
the Port of Philadelphia and ports below, ef-  
fective upon assumption of duty by Com-  
mander E. A. Coffin.

#### LIEUTENANT COMMANDERS

M. P. Jensen, det. Seattle Dist. to Astoria Base  
and Captain of all Columbia River ports  
from Portland to Astoria, Oregon, inclusive.

J. S. Rosenthal, det. *Algonquin*, to Assistant  
Director, C. G. Institute.

A. L. Ford, det. *Comanche* to *Sebago*.

#### LIEUTENANTS

J. A. Dirks, det. *Sebago* to Cleveland Dist. as  
comm. off.

H. J. Wuensch, det. Cleveland Dist. to com-  
mand *Galatea*.

H. F. Stolfi, det. New Orleans Dist. to St. Louis  
Dist.

E. A. Pearson, *Modoc* to *Taney*.

E. T. Calahan, det. *Tahoe* to *Modoc*.

J. D. Craik, det. Ellis Island to New Orleans  
Tr. Sta.

R. R. Curry, det. *Antietam* to *Comanche*.

#### LIEUTENANTS (J.G.)

J. J. Hutson, Jr., det. *Escanaba* to New Orleans  
Tr. Sta.

Randolph Ridgely, III, det. *Galatea* to New  
York Dist.

#### ENSIGNS

V. E. Bakanas, det. *Hamilton* to *Tahoe*.

W. R. Riedel, det. *Bibb* to *Escanaba*.

#### RETIRED

J. F. Hottel retired with rank of Rear Admiral.  
Ensign C. G. Tarkenton.

### CHIEF WARRANT OFFICERS

#### CHIEF BOATSWAINS

Albert Hays, det. *Shoshone*.

Otto Bentz, det. *Navesink* to *Kickapoo*.

C. M. Feddersen, det. *Colfax* to Chicago Dist.

#### CHIEF BOATSWAINS (L)

H. E. Johnson, det. Point Judith to command  
Newport Sta.

R. C. Rich, det. Sandwich to command Provincetown.

#### CHIEF MACHINISTS

Peter Pedersen, det. *Tulip* to St. George Depot.

H. F. Bradley, det. *Spruce* to *Tulip*.

### WARRANT OFFICERS

#### BOATSWAINS

Rudolf Rubandt, det. *Chelan* to *Pequot*.

C. H. Bartlett, det. *Kickapoo* to command  
*Navesink*.

C. H. Nerup, det. *Alder* to Ketchikan Depot.

#### BOATSWAINS (L)

F. E. Holbrook, det. Brant Rock to command  
Gloucester.

A. E. Larkin, det. Manomet to Newport.

A. H. Calder, det. Kittery Point to command



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A. N. Ormsby, det. Provincetown to command Nantucket.

### MACHINIST

H. R. Demeritt, det. Zinnia to Key West Base.

### PAY CLERKS

Joseph Kovalsik, det. New London to Depot.

B. J. Farmer, det. Southern Inspector to Juneau Dist.

E. H. Dunlap, det. New York Store to Ellis Island Tr. Sta.

E. F. Erickson, det. Shoshone to N. Y. Store.

D. P. Burke, det. New York Store to Detroit Base.

### ACTING APPOINTMENTS

Chief Yeomen issued acting appointments as Pay Clerk:

E. N. Doughty.  
Joseph Kovalsik.  
B. J. Farmer.  
E. H. Dunlap.

Pharmacist's Mate W. S. Coburn issued acting appointment as Pay Clerk.

The following Chief Radiomen issued acting appointments as Radio Electrician:

J. A. Stewart, Maritime Service Training Station, Gallups Island, Mass.; L. G. Bellarts, Ingham; Thomas Rosso, Boston District; C. F. Blake, New London Base; F. A. Godfrey, New Orleans District; B. E. Thornton, San Francisco Radio Station; G. A. York, Elizabeth City Air Station; V. R. Suttie, New London Base; J. T. Neubauer, Maritime Service Training Station, Gallups Island, Mass.; B. M. Davis, Maritime Service Training Station, Gallups Island, Mass.; S. C. Hoeper, St. Petersburg Air Station; J. L. Morgan, Depot; W. A. Little, Capitol Radio Engineering Institute; A. P. Winkler, Maritime Service Training Station, Gallups Island, Mass.; D. G. Cowie, Fort Hunt Radio Station; E. H. Lambert, Airplane Marine Direction Finder Corporation, Clearfield, Pa.; M. D. Ewalt, Depot; F. V. Bolster, San Francisco District; H. F. Wren, Depot; R. W. Cornow, Maritime Service Training Station, Gallups Island, Mass.; P. A. Comeaux, San Diego Air Station.

The following Chief Boatswain's Mates issued acting appointments as Boatswain:

E. C. Anderson, Two Rivers Station; M. L. Tarr, Chincoteague Station; Percy Mathews, Strathmere Station; O. P. Swenson, Chincoteague Station; Ernest Hulse, Point Pleasant Station; W. L. Scarborough, Rodanthe Station; H. N. Etheridge, Beaufort Station.

### RETIRED

Boatswain L. H. Luksich, Legare.

Machinist J. T. Devlin, Modoc, 1 Dec., 1940.

### DEATHS

Boatswain (L) A. E. Broadmeadow (Ret.), Taunton, Mass., 23 Oct., 1940.

Pay Clerk Meyer Greenberg (Ret.), Tampa, Florida, 28 Aug., 1940.

## WINTER CRUISING

Orders have been issued by Headquarters for the assignment of designated vessels of the Boston, New York, Norfolk and Jacksonville Districts for winter cruising duty during the winter of 1940-1941.



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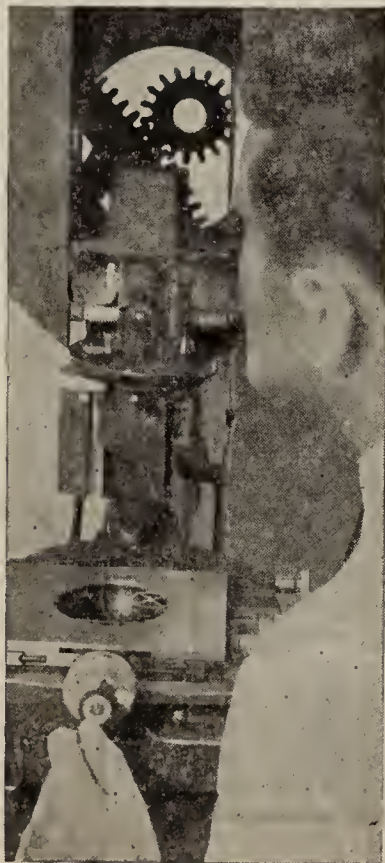


JUST TWO OLD PICTURE TAKERS are Fred J. Gorchess, James E. Watson in the middle and again Watson on the right, to show that he doesn't always smile. They're on duty in the New York District. Spend so much time in the dark room that they blink at the sunlight and immediately duck for the subway tubes.

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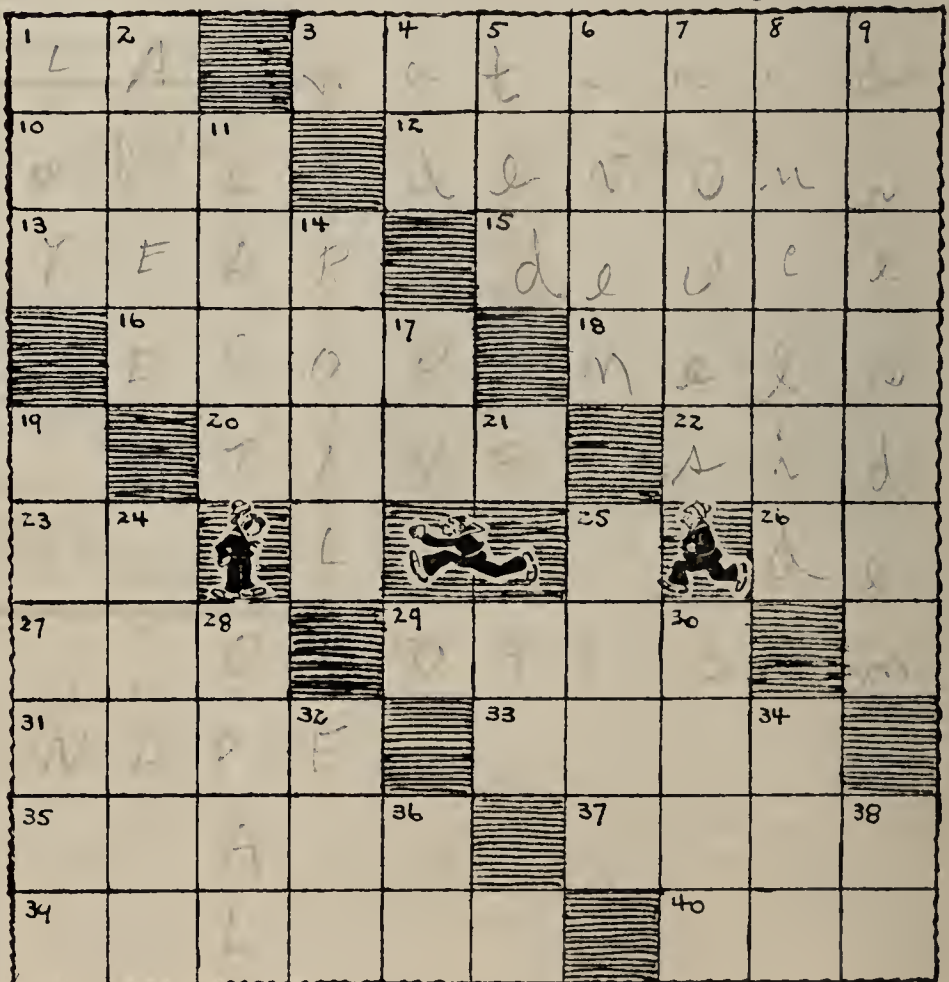
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CROSS WORD PUZZLE

The puzzle below was prepared by using only the list of vessels and stations of the Coast Guard, the names of commissioned officers and warrant officers and Webster's Standard dictionary.

A six-month subscription to the U. S. COAST GUARD MAGAZINE to the reader submitting the first correct solution, which will be printed in the next issue of the Magazine.

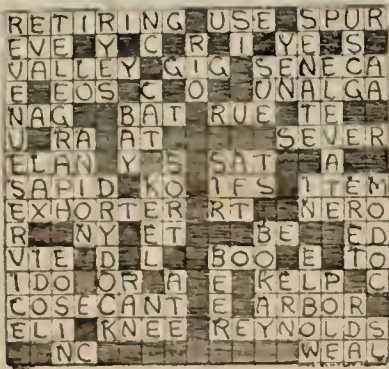


MRS. KARL BRATKOVIC

This puzzle was designed by Mrs. Karl Bratkovic, St. Petersburg, Fla.

HI! HO!

Remember the Marines' long hike to Gettysburg from Quantico some years ago? One big corporal from Alabama fell out with a pair of blistered Airedales. A Navy pharmacist's mate, dressed in khaki a la see soldaten fixed up the corporal's gunboats. Cracked the corporal, "If it were not for you sailors we Marines couldn't hike." And the gob shot back, "If it weren't for you Marines we gobs wouldn't HAVE to hike."



SOLUTION FOR  
NOVEMBER

- ATHWARTSHIPS
1. Southern California metropolis.
  2. Irrigated.
  3. Malt drink.
  4. To swallow ravenously.
  5. Period of time.
  6. Score in tennis.
  7. Writer of fables.
  8. First four letters of great British sea lord.
  9. Fork prong.
  10. A man's nickname.
  11. Possessive ending.
  12. A prefix.
  13. A combining form (Greek).
  14. A raised platform.
  15. Back of the neck.
  16. Girl's name (Variant).
  17. Belonging to Ivar.
  18. Was borne along.
  19. Exclusive.
  20. A tight mass.
  21. Minstrel's song.
  22. Starboard side.
  23. A notice in print (abbrev.).
  24. Boy's nickname.
  25. Or.
  26. Aged playboys.
  27. The science of geometry.
  28. German city.
  29. Compass point.
  30. To brawl.
  31. Article (French).
  32. A sport.
  33. To reap (Var.).
  34. Rank.
  35. Precious stone.
  36. Frozen particles of vapor.
  37. Sooner than.
  38. Girl's name.
  39. Southern state (abbrev.).
  40. Man's nickname.



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## SEZ EDDIE

(Continued from Page 14)

one hell of a job finding us in this. We were at lifeboat drill this a. m. and met a freighter. She was right in the middle of the convoy before she wised up, so she just steamed right on through.

"Last March I was in Balboa, Panama, when the C. G. cutter *Itasca* came in. She had been on a good-will tour in South and Central America. Saw quite a few of the old gang aboard her. Paul Goulden was aboard as chief boatswain's mate. He had been doing some exhibition shooting. I guess Paul has been the most consistent heavy calibre rifle shot in the world during the past twelve years. I don't see how he lasts. I was practically blind and deaf after three years on the rifle team. I'd love to have that rifle team over here. What a gang of snipers that would be!

"These outfits have a different view toward training than we do in the States. They are hell on the nomenclature of their arms but it doesn't seem to matter a damn about the proficiency. Whereas in the States it doesn't matter if you don't know the muzzle from the trigger you'd better be able to hit anything in sight with it.

"I don't know just what I'll be able to tell you in this letter as it will have to go through the censor. Of course, if we meet a bomb or floating mine I won't have to worry about that, nor about anything else.

"We are now in our eighth day at sea, two days having elapsed since I started this letter. The fog still holds tight. No sign of an enemy. Most of the troops are getting restless, though that is only natural, as most of them are unaccustomed to this type of travel. And, too, the novelty is beginning to wear off. We will be in port soon so I will knock off and get some packing done. Will finish this letter after we land.

"Well, we are all settled down in our new home; not bad at all even though we had three air raids yesterday and one last night. All the places I've been to have ample raid shelter and the people carry on just as the English people always do in their quiet reserved sort of way. To the most of the men in this outfit an air raid warning is the signal for a lot of play, but that will wear off after a while. For God's sake tell America to build airplanes if she hopes to defend her shores. Airplanes will win or lose this war.

"We certainly got a great welcome when we arrived; just about the same the British got at Bunker Hill! You'd have thought we were German parachute troops by the absence of the welcoming throngs—but that's the English for you. However, as you know, these Limeys can't speak English anyway, so it didn't make any difference.

"Drop me a line when you can and give my regards to all hands. Letters must be addressed as follows: D-82277 A. C. Longshore, 'B' Company, First Black Watch, R. H. R., care of Base Post Office, Canada.

"Best of luck,  
"ANDY."

Today's crazy world needs men like Andy Longshore, needs these men four-square to forestall the onrush of totalitarianism. The bitter thing, as I see it, is that after the war is over, after Democracy has been saved, the Andy Longshores (those of them who remain alive) will once again be frowned upon by persons of softer and more genteel fibre who measure

all things by their own "nice little, tight little" circle of sanctimonious purity and perfection.

\* \* \*

## DRUNKEN SAILORS?

Just who is Charles E. Blake, of Los Angeles? We know nothing about the gentleman except that he showed no hesitancy about speaking of "inebriated Coast Guard enlisted men" in the many Hearst newspapers of this country.

Here are the opening paragraphs of a letter which was circularized throughout the nation in William Randolph Hearst's personal column:

"Dear Mr. Heart:

"Have just returned from a grand trip to Alaska on the Coast Guard cutters *Itasca* and *Shoshone*.

"Here is how war scares are started: An American native on the Little Diomed Island saw a Russian fishing vessel loaded with lumber and headed for the Big Diomed. The fact was reported to the white school teacher. She told the storekeeper the Russians were building an air base. The rumor spread to Nome; Life Magazine went off the deep end with a picture of the two Diomedes. A couple of inebriated Coast Guard enlisted men enlarged on the story when they landed in Seattle after three months in the Bering Sea; now the air base became an air and submarine base."

We'd like to learn exactly how much truth there is behind Mr. Blake's bold statement that drunken Coast Guardsmen were responsible for spreading false rumors. The statement calls for evidence to support it.

How about it, Mr. Charles E. Blake, of Los Angeles?

Can you substantiate the public scorn you heaped upon Coast Guard enlisted men?

\* \* \*

## A. R. GREENAWAY

Almost unnoticed by the Service at large was the recent retirement of Chief Gunner Alfred R. Greenaway, but those of us who knew or served with this ruddy-cheeked, fiery, and forceful officer will always remember him as a thoroughly capable leader of men, one who left his impression on all things to which he turned his attention.

A veteran of the World War, having served as an officer with the A. E. F. in Siberia, Chief Gunner Greenaway was proud of the fact that he achieved the loyalty of enlisted men by the sheer force of his own colorful personality, not by legal verbiage or official wordage.

The Coast Guard will miss Alfred R. Greenaway. Those of us who admire men who exemplify the characteristics of manhood at its best will more than miss him. We'll be the worse because of his absence.



SICK BAY Medico, "Ever been stiff in any joint?"  
SNORKY—"No, sir. I don't drink."



May his life in retirement be one of complete happiness.

\* \* \*

#### HOBBIES

When we published in our October issue a picture of a model sailboat built by Jake Jacobs, CY, of the Barge Office, N. Y., we started something. Jake said he wanted to prove the fact that "delicate yeomen" (he's a burly 200-pounder) can do other things besides pound a typewriter. So we published the print of Jake's neat 38-inch model sailboat and issued a challenge to all members of the "black gang" and deck force to beat Jake's neat bit of mechanical work.

It didn't take long for Ben Kepner, MM1c, Alameda, Calif., to pick up the challenge. Ben says: "Here (see adjacent photos) is my contribution to top Chief Yeoman Jacobs and his sailboat. The Grumman amphibian plane has a five-foot spread and a one-fifth horsepower gas motor. Notice the port holes, retractable



BEN KEPNER, MM1c, displays two models of aircraft.

landing gear, and steps. The steps are vented to a watertight compartment to help break the suction on water takeoff. The plane in my hand has a six-foot wing spread, is 53 inches long and has a one-fifth horsepower gas motor.

"The building of planes is my sparetime hobby. Had ambitions to get into the Coast Guard aviation department at one time but did not succeed."

Well, now that our yeomen and our "black gang" have established their talents as skilled artificers, what about the members of our deck force? Can it be that our boatswain's mates, quartermasters, gunner's mates, and seamen are confining their talents to the dainty art of needlework? (Betcha' we'll hear from this!)

#### ODDS AND ENDS

This column has never succeeded in obtaining a story about the career and personality of Pop Hogue, CBM in St. Petersburg. Hogue sailed around the world with the White Fleet in 1907 and is one of the Coast Guard's most interesting characters. One of the Maritime lads at St. Pete training station should interview Pop for these pages. Incidentally, we would welcome more contributions from personnel of the Maritime Service.

Willard Peters, of Newport, Oregon, writes:

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"We now have three second-class seamen from the Cutter *Onondaga*. This makes our station complement 16. These fellows are 'regular fellows' and like it very much at Yaquina Bay. Their names are as follows: Jess W. Levan, William W. Watkins, and Clair E. Spence. All three of them come from the Port Townsend Training Station. And from the way these fellows handle themselves, Port Townsend does a darn good job of training. By the way, I would like to hello to George Kistemaker through these columns. He is our former skipper, and we have heard a lot of good things about him from some of the men we meet that served under him at the Training Station.

"Why is it that we never see the writings of the 'Lady of the Lakes' in our Magazine anymore? Better get busy, Millie, and give us the low-down on the doings of the Lake region."

We hear that Ed Silva, CBM at Wood End Lifesaving Station, is one of the best in the Service. . . . Commander E. H. "Iceberg" Smith has seen more than 9,000 icebergs in the past twenty years. . . . "Superman" Sharffenberg, CY of New London, has been burying himself in the contents of Dale Carnegie's "How to Win Friends and Influence People". . . . John M. Young of Box 122, Anburndale, Fla., desires to learn the whereabouts of Boatswain (R) Gustave A. Olson. . . . It was a girl in the home of Mr. and Mrs. Leo Thompson, AMM1c of Miami; a boy in the Lieutenant Glenn Rollins family, and a girl in the Commander W. W. Kenner group. . . . Jimmie Gerl, retired CGman who was in extremely poor health some years ago, has prospered considerably of late. Jimmie has purchased a very attractive farm in Holliston, Mass. . . . Anthony Joseph, AMM2c, and S. W. Ensworth, AMM1c, are now at Elizabeth City, having been transferred from Salem. . . . Bob Day sends regards from Elizabeth City to his friend, Doc Jav Gallagher, aboard the *Bibb*. Incidentally, Bob Day has a grand idea that may blossom forth into some good journalism in these pages. We hope he keeps working on his plan. . . . Frank Lovely, author of "Ship Ahoy," says he has run out of journalistic ideas and will have to be absent from these pages for a few months. . . . We are maintaining our search for new writers, contributors, and reporters in every nook and corner of the Service. (Why don't you volunteer your services?)

In St. Petersburg the transfer of two picket boats, a 75-foot patrol boat and a lighthouse tender, has increased the local fleet to eight vessels. L. J. Kramer, Cox, and H. L. Strahan, Flc, are working with Customs officials in Tampa, Fla., with the CGC-5458. Roy Dean, Sea1c, and A. V. Smith, Sea2c, keep the lights burning in Tampa Bay with the CGC-5455. G. W. Kruse, CBM, was transferred to the lighthouse tender *Poppy* and M. Andersen, CBM, replaced Kruse on the CG-145. F. J. Cone reported to the Air Station for duty from the *Faunce*. E. Hebert and J. Smehil, Sea1c, reported from the *Mojave* to duty. R. Quimbyog, SC1c, reported from the *Tallapoosa* for duty. CRM Hooper reported from Fort Hunt to replace W. F. Wunder, who was recently transferred to San Francisco Air Station.

Q. Collis, AM1c, reports that since the conscription bill went through, the population of North Georgia decreased because the relatives of Tommy High, Cox, are all hiding inside of cotton bales. Large numbers of these hollow cotton bales containing Highs can be seen along the highways in Georgia. However, High, Cox, reports that word has gotten through from North Carolina that the population has increased in North Carolina. The recent flood in North Carolina filled the caves, in which the Collises were living, with water causing the Collises to flee out of the hills. Congress may have to make an emergency relief appropriation to equip and outfit new caves. Jack Trochesset, Sea2c, is the champion jitterbug of the station. He has a reputation for kicking holes in dance floors about town. W. L. Laffin, AMM2c, drives a new Buick, while Roy Hutcherson, AMM1c, drives a new Pontiac "Torpedo." Business must be good. J. L. Riggs, ACMM, traded his new Plymouth for a 1932 Auburn. Well, this is one way of owning an Auburn. Several opinions have been expressed that the aviation branch ought to discard the sailor suit for a better looking and more adaptable uniform. Anyone desiring to debate on this subject will please contact J. H. Dean, AMM2c. Smoky Elwell and L. M. Raynen both received permanent chief appointments as chief aviation machinist's mates. Smoky celebrated his appointment by getting married and Reynen celebrated his by getting transferred to San Diego—a darn good man, that Reynen. Lester Poole, CBM, of Boston, has written an excellent article which will appear in these pages at an early date.

Watch the pages of this Magazine for a future announcement of a short short story contest. This contest will be open to all readers of this Magazine, civilian and Service men alike.

## RELIEVING THE WHEEL

(Concluded from Page 9)

Miller first entered the regular Service in 1905. He is a veteran of the World War, prior to which he saw service in Cuba, China, the Philippines, Mexico, and Nicaragua.

He will continue to write for the U. S. COAST GUARD MAGAZINE under the heading "Men in Uniform." "White Caps and Sea Breezes," and other features.

Eddie Lloyd, who takes over Miller's desk, has been affiliated with the magazine since 1930, writing "Sez Eddie," "Washington Whirlpool," and other features. He has been associate editor since 1932.

Commenting on Mr. Lloyd's appointment as editor of the magazine, Colonel Miller said: "Ed will turn out a great paper. He's been writing for these pages since 1930. He's 100 per cent Coast Guard at heart. He knows the Service up.



Star Staff Foto.

GOOD-BYE TO GRANDPA, outgoing editor of the U. S. Coast Guard Magazine. Miss Clay Keene Bernard says it with a firm kiss as Lt. Col. Harvey L. ("Heinie") Miller, commanding the Fifth Battalion of Marine Corps Reserves, prepares to lead his command to Quantico, Va., after the review on the Ellipse before the District Commissioners and a large crowd of relatives and admirers. Called to active service, the Washington battalion is one of eight gathering at the big marine base for a period of intensive training to build up a reserve force of about two thousand four hundred officers and men for active duty during the present emergency, probably somewhere in the West Indies.

down, through the middle and six ways across the board. He'll do a great job."

Few men have been as faithful to an ideal as his Eddie Lloyd. His ideal is the Coast Guard. He believes in it wholeheartedly. He loves its ships, its stations. He admires its officers—and they respect him. He retired from active duty February 1, 1936, as the result of recurrence of internal injuries received aboard the destroyer *Conyngnam* eight years prior to that date. Modest, soft-spoken, and retiring, Eddie

declares that the greatest compliment ever paid him was by a group of enlisted men, who nicknamed him "The Enlisted Man's Friend."

## INGHAM POST, R.V.A.

After a long spell of non-activity, the U. S. S. Ingham Post No. 238 burst forth with another gala supper-dance Wednesday evening, November 6. The affair was held in the Terrace Room of the Cabot Farms Cafe in West Somerville, a suburb of Boston, and was attended by a goodly majority of the post membership as well as their friends. The Commander of the Department of Massachusetts and Vermont, Regular Dixon, as well as Regular Department Quartermaster Steele, were guests of the post, and were called upon for a few words regarding the progress and future plans of the department.

A plot was formulated whereby at the next meeting of the post, after the business of the post had been concluded, the ladies will be admitted into a joint session and a chapter of the R.V.W.A. would be formed, to include all eligible members in the city of Boston. The idea was enthusiastically received by all the ladies present, so we can "stand by" for plenty of activity in this vicinity in the very near future.

A delicious turkey supper was served, and judging by the numerous calls for "seconds," it must have been heartily enjoyed by all present. The tables were gaily decorated to suit the occasion, supplemented by colorful paper hats and a plentiful supply of noise-makers, which soon made ordinary conversation all but impossible.

The post members were warmly complimented by the Department Commander for the splendid spirit of cooperation it has shown in all activities in which circumstances have permitted it to participate.

Post Commander Deardoff officiated as master of ceremonies.

## CHARLES F. PETERSON

Death came recently to Charles F. Peterson, Engineer Officer of the Bureau of Lighthouses who, only last March, had retired from active duty after 43 years' service.

The late veteran passed away in the Seattle Marine Hospital after a brief illness, and was buried in Arlington National Cemetery, November 5. Honorary pallbearers were Lieutenants A. C. Morrill, H. A. Loughlin, L. T. Jones, R. J. Roberts, T. P. Fowler, and J. A. Cicoella, U.S.C.G.

Mr. Peterson was born in Norway, October 28, 1874. He came to this country at the age of 16 and entered the former Lighthouse Service at age of 22. He was a veteran of the Spanish-American and World Wars, having served on the U. S. S. *Mangrove* during the Spanish war. The *Mangrove* was the first ship to aid survivors of the battleship *Maine*. During the World War, Mr. Peterson was a lieutenant on the naval transport *West Compo*. He also held a commission as lieutenant in the Naval Reserve. The Coast Guard vessel from which he retired last March was the U.S.C.G. *Cedar*, stationed at Ketchikan, Alaska.

## WINTER CRUISING

Headquarters has issued orders to the Boston, New York, Norfolk and Jacksonville Districts assigning certain vessels of those districts to winter cruising duties during the coming winter season.



## WAR PREPARATIONS

Government officials are loathe to talk about the imminence of war to our shores but not even in the dynamic days of early 1917 has the Nation's capital so seethed with suppressed concern as it does today. It takes no occult powers for a reporter to observe the determination with which every Federal bureau is preparing to meet any eventuality. There is deadly seriousness on every hand, yet no talk of war. The nearest thing to a commitment which can be elicited is the reserved statement, "We are preparing for any eventuality."

Under the heading of "any eventuality" must be placed the recent formation of two new Coast Guard districts, the Philadelphia and San Francisco Districts; also the enlarging of the New Orleans District. These official changes were made in order that Coast Guard operations in those three areas would dovetail nicely with the operations of the naval districts in the identical areas. This is all part of the National Defense Plans for Mobilization and is one more indication of how close the threat of war is to the shores of America.

The transfer of eleven cutters of the *Crawford* class from the Great Lakes to the Atlantic coast (Boston, New York, Baltimore, Philadelphia, and Norfolk) is in keeping with the government's fear that our Atlantic seaboard may at any time be embarrassed by the activities of raiding submarines and lone belligerent cruisers. Federal fears are switching from the Caribbean in the south to the isles of Newfoundland and Greenland in the north. There will be increased German activity in the adjacent waters of the North Atlantic because of the need for Germany to cripple the fleet of transports and freighters, which, in rapidly increasing numbers, will be carrying men and supplies from Canadian ports. British freighters loading airplanes in New York will encounter increased Nazi activity within 600 miles of our coast, it is believed. Pressure is being brought to bear upon Washington, by British authorities, to have the United States declare a protectorate around Newfoundland and Greenland, this protectorate to extend 600 miles eastward. Thus, America's Coast Guard and Navy vessels would relieve British and Canadian craft of much of their present patrol duty.

## IVY

Headquarters issued orders for the decommissioning of the cutter *Ivy* (tender-class). The *Ivy* until recently was stationed at Key West, Fla., but was relieved by the new cutter *Juniper* (tender-class).



JOISEY—"I saw Lindboigh."

BAUSTON—"Not Lindboigh. It's Lindbergh."

JOISEY—"Well, dhe guy looked like Lindboigh."

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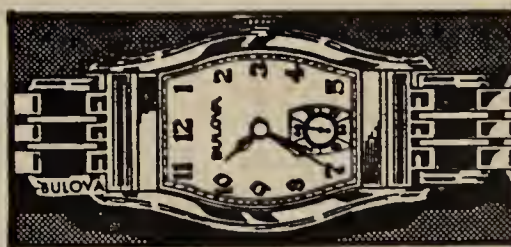
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## Diogenes Says:



### IN THE DAYS OF THE DRAFT

IN THE DAYS OF THE DRAFT NOW IT came to pass that all the young men went forth to fight, and there remained only those that were old or infirm and some that had sneaked them through.

And because there was much work to be done, therefore did the rulers of the land send word unto the women saying, "Come ye unto the workshops of the cities and there do all those things that the young men were wont to do." And they came as with one accord.

And they did make them munitions of war of many kinds, and did become skilled artificers, both in metal and in wood; and they rested not from their labors, save only on the days appointed.

And there were others that did sell merchandise in the bazaars. And so it fell out that when a man went forth for to buy him under-vestments, the damsel that was in the bazaar would say unto him, "What is thy need, O son of man?"

And he was ashamed to tell her all that which was in his heart, and he knew not what to say; wherefore was he halting in speech and his countenance did take on the color of blood.

But the maiden that did tend to his wants, she was in no wise disquieted, and she did beseech him to impart unto her the name of the thing.

And, afterwards, she did hold up the leg of the garment for appraisalment and did raise her voice in praise of it. And the young man was brought into a proper

state upon the instant, so that he did buy whatsoever she did show unto him. And his going out from that place was quicker than his coming in.

And there were women appointed for to see that the people did no wrong thing. And certain of these did betake them on the dark nights unto the quiet places at a time when the mating season was nigh.

And they did flash them a light on those that were unready; but those that did know about it, them did they find better circumstanced.

And the people liked it not, for there was no place that was safe unto them, and the course of true love was a hard one and much beset with spies.

And because the women were given high places in the land, therefore was their recompense high also, and the money that they did earn, it was a large sum.

Now when the harvest was ripe, and there were no laborers in the fields for to gather it in, the husbandmen that were on the land became cast down and they did make them an outcry.

And certain women approached unto them, and said, "Wherefore are ye cast down, ye wealthy men of the fields?"

"Behold, we and our sisters will gather in the standing corn, and in the winter we will prepare the grounds for the crops that are to be."

And because it is not in them to be otherwise, therefore the husbandmen changed not their countenances that were woe-ful; but they said unto the women, "Forget ye not that ye are what ye are. Nevertheless, because you say it, therefore shall it be so. First shall ye reap the harvest, and afterwards shall ye do the other things whereof ye speak."

And so the women labored all day in the fields. And they did take them cooling drinks amongst the corn when the sun was high, and they did eat cream that was rich unto yellowness, and also pasties in abundance. Nevertheless, when night was come they did sleep; neither did the things that they had eaten lie heavy upon their stomachs.

And so the harvest was gathered in and there was much rejoicing because of it. But

amongst the husbandmen there was only foreboding, for such do never rejoice.

And when the cold of the year was come, the husbandmen spake unto the women, saying, "Now is the time when ye shall go forth to prepare the ground for the crops that are to be."

And so the women went forth. And when they had come unto the place appointed, behold, there was a great heap before them, and it was manure. And the husbandmen drew nigh and they said unto the women:

"All this shall ye spread upon the fields, and more also. And it shall come to pass, after that ye have digged it in, that the earth shall be renewed; and the crops that ye shall sow, these shall flourish exceedingly." And the husbandmen went their way.

Now the heap that was manure, it was an abomination; and the stink thereof was so great that the women did cover over their nostrils with cambric and with pieces of fine lace.

And they followed after the husbandmen with one accord, and spake unto them saying, "We did gather in your corn, even the oats and the barley did we reap for you; and the hay, we did make it into stack."

And the husbandmen answered them, saying, "Verily all these things whereof ye speak, them did ye do."

And the women said unto them, "The scent of the harvest was sweet unto our nostrils; but this heap that is manure, it is a stinking thing, and we will have none of it."

So they turned them about and hied them unto the cities for to become scribes. And they did spend the wages of their first week's hire upon a measure of choice perfume. Nevertheless, the stink of the heap that was manure abode with them during many days.

## TAHOE

The *Tahoe* took the disabled trawler *Billow* in tow from a position approximately 145 miles east of Cape Sable, Nova Scotia, and is towing the vessel to Boston, Mass.

The *Tahoe* also took the disabled motorboat *Geraldine* in tow from a position approximately 20 miles east, northeast from Newburyport, Mass., and towed the vessel to a position off Isle of Shoals, N. H., where the tow was transferred to a salvage vessel.

## MIAMI

A plane from the Miami Coast Guard Air Station located a missing 14-foot outboard motorboat off Miami, Fla., with one man aboard, on 26 October.

## AN OLD TRIBUTE TO THE FLAG

By SEN. GEORGE F. HOAR

I HAVE seen the glories of art and architecture and of river and mountain. I have seen the sunset on the Jaungfrau and the moon rise over Mont Blanc. But the fairest vision on which these eyes ever rested was the flag of my country in a foreign port. Beautiful as a flower to those who love it, terrible as a meteor to those who hate, it is the symbol of the power and the glory and the honor of millions of Americans.







• ENLISTED •  
• GAZETTE •

## Going Up

Promotions to and in Petty Officer Grades

Duncan, M. T., BM2c to BM1c, CGC-186.  
Alree, D. D., BM2c to BM1c, Burrato.  
Finch, L. L., Surf to BM2c, Cleveland Dist.  
Kucirek, H. J., Cox to BM2c, Lupine.  
Huntington, S. G., Surf to BM2c, Erie Sta.  
Lewis, W. R., Cox to BM2c, Narcissus.  
Evans, T. J., MM2c to MM1c, Manasquan Inlet.  
Cheek, W. P., MM2c to MM1c, Tarrytown Light.  
Kraus, J. J., F1c to MM2c, Violet.  
Whorton, C. C., F1c to MM2c, Mistletoe.  
Sapp, J. E., F1c to MM2c, Ivy.  
Davis, T. A., F1c to MM2c, Diligence.  
Lancaster, L. L., MM2c to MM1c, Linden.  
Travis, D. L., MM2c to MM1c, Davey.  
Seng, F. A., MM2c to MM1c, CGC-140.  
Fugate, J. S., MM2c to MM1c, Honolulu Dist.  
Foley, M. N., MM2c to MM1c, Faunce.  
Buford, J. M., Surf to MM2c, Hammond.  
Abram, W. G., F1c to MM2c, Comanche.  
Swail, William, F1c to MM2c, Crawford.  
Spillane, D. L., QM2c to QM1c, Argo.  
Story, S. O., QM3c to QM2c, Walnut.  
Hazard, M. D., Cox to EM3c, Galveston.  
Daisey, R. L., Surf to EM3c, Norfolk Dist.  
Everett, C. M., RM3c to RM2c, Jackson.  
Pitassi, P. C., Sea2c to RM3c, Depot.  
Salovitch, M. W., Sea2c to RM3c, Ft. Trumb.  
Radio Sch.  
Sawka, John, Sea2c to RM3c, Ft. Trumb.  
Radio Sch.  
Bishop, R. G., Sea2c to RM3c, Ft. Trumb.  
Radio Sch.  
Caddy, N. V., Sea2c to RM3c, Ft. Trumb. Radio Sch.  
Arsenault, A. D., Sealc to RM3c, Ft. Trumb. Radio Sch.  
Bower, M. H., Sealc to RM3c, Ft. Trumb. Radio Sch.  
Stewart, F. P., Sealc to RM3c, Ft. Trumb. Radio Sch.  
Bailey, G. W., Sealc to SM3c, Duane.  
San Luis, Alexander, MAtt1c to OffStd3c, Tahoma.  
Moore, J. C., MAtt3c to MAtt2c, Spencer.  
Kutzler, J. D., Jr., F3c to F2c, Campbell.  
Kelley, M. K., F3c to F2c, Linden.  
Bormann, E. B., F3c to F2c, Campbell.  
Drew, R. G., SC2c to SC1c, Air Sta., Miami.  
Barnett, Jesse, SC2c to SC1c, Calypso.  
Richards, S. R., Sealc to SC3c, Amananth.  
Holley, R. E., Y2c to Y1c, Honolulu Dist.  
Garvin, C. B., Y3c to Y2c, Ossipee.  
Alred, J. R., Y3c to Y2c, St. Mary's Pat.  
Giles, J. E., Sea2c to Y3c, Ft. Trumb. T. S.  
Parrott, D. N., Sea2c to Y3c, Cedar.  
Flannery, J. F., Sealc to Y3c, Academy.  
Thiele, R. R., Sealc to Cox, Frederick Lee.  
Wilson, B. A., Sealc to Cox, CGC-192.  
Allen, J. L., Sealc to Cox, Cedar.  
Anthony, R. R., Sealc to Cox, Sequoia.  
DeCarlis, A. C., Sealc to Cox, N. Y. Dist. Of.  
Ward, T. W., Sealc to Cox, Chelan.  
Gurdak, T. J., Sealc to Cox, Champlain.  
Bergstrom, L. N., Sealc to Cox, Ossipee.  
Brown, H. T., Sea2c to Sealc, CG-406.  
Cameron, R. C., Sea2c to Sealc, Campbell.  
Keatts, W. C., Sea2c to Sealc, Linden.  
Byrne, R. J., Sea2c to Sealc, Ship Bottom.  
Reynolds, M. K., Sea2c to Sealc, Campbell.  
Kenny, D. W., Sea2c to Sealc, Campbell.  
Muller, E. A., AS to Sea2c, Ellis Isl.  
Penny, A. E., AS to Sea2c, Galatea.  
Andersen, N. G., AS to Sea2c, Dione.  
Nicholson, J. F., AS to Sea2c, Ellis Isl.

Judson, C. H., AS to Sea2c, Dione.  
Clark, H. G., AS to Sea2c, Ellis Isl.  
Marsh, J. W., AS to Sea2c, Ellis Isl.  
Chesser, C. B., Sea2c to Sealc, Calypso.  
Mitchell, M. L., AS to Sea2c, Tampa.  
Rogers, J. H., AS to Sea2c, Tampa.  
Atkinson, L. B., AS to Sea2c, Tampa.  
Kenney, A. W., Jr., AS to Sea2c, Tampa.  
Price, W. G., AS to Sea2c, Tampa.  
McMichael, J. L., AS to Sea2c, Tampa.  
Henderson, A. W., Sealc to Y3c, St. Mary's Riv.  
Collier, T. M., Sealc to Y3c, Depot.  
Whitwer, H. E., Sealc to Y3c, Depot.  
Barnett, R. L., Sealc to Y3c, Depot.  
Wietor, L. M., Sealc to Y3c, Depot.  
Rhodes, Billy, Sealc to Y3c, Key West Base.  
Addis, Richard, Sealc to Y3c, Champlain.  
Prieco, A. L., Sealc to Y3c, Ingham.  
Korf, H. H., Sealc to Cox, Lupine.  
Samples, F. R., Sealc to Cox, Tallapoosa.  
Seekan, A. J., Sealc to Cox, Naugatuck.  
Baty, R. A., Sealc to CM3c, Modoc.  
Kingston, W. M., Sealc to CM3c, Biloxi Air Sta.  
Garleb, O. C., RM2c to RM1c, Ossipee.  
Jennings, Wilson, RM2c to RM1c, N. L. Base.  
Cole, W. W., RM3c to RM2c, Fort Lauderdale Base.  
Davis, M. O., RM3c to RM2c, Alert.  
Weston, B. V., Jr., RM3c to RM2c, N. L. Base.  
Magby, W. C., RM3c to RM2c, Alert.  
Buckley, F. J., AS to RM2c, Norfolk Dist.  
Land, Roy J., RM3c to RM2c, Shoshone.  
Sanford, C. V., RM2c to RM1c, Redwing.  
Hevener, H. F., RM3c to RM2c, San Diego Air Sta.  
Peck, G. R., RM3c to RM2c, Chicago Dist.  
Bump, E. D., RM3c to RM2c, Chicago Dist.  
Byrd, C. R., RM3c to RM2c, San Diego Air Sta.  
Johnson, C. H., Jr., RM3c to RM2c, Ariadne.  
Sallet, A. P., RM3c to RM2c, Haida.  
Coe, W. B., Sealc to RM3c, Radio, San Fr.  
Hooper, T. C., Sea2c to RM3c, FTTS.  
Paul, H. E., Sea2c to RM3c, FTTS.  
Thompson, C. A., GM3c to GM2c, Carrabasset.  
Guley, Leo, Sealc to GM3c, Tahoe.  
Hainstock, E. E., F1c to AMS3c, Air Sta., Charleston.  
Martin, J. E., Mus1c to 1stMus, Academy.  
Griffith, Oscar, WT2c to WT1c, Mohawk.  
Ingle, F. E., SM3c to SM2c, Spencer.  
Wertis, J. G., Sea2c to Y3c, N. Y. Dist. Cf.  
Davis, W. B., SM3c to Y3c, Ingham.  
Zachowski, E. C., Sealc to Y3c, Champlain.  
Eastman, F. E., Y2c to Y1c, Buffalo L. B. Sta.  
Smith, F. E., Y3c to Y2c, Clev. Dist. Of.  
Franklin, L. L., Y3c to Y2c, Depot.  
Doll, G. D., Y3c to Y2c, Cayuga.  
Boyce, W. J., Y3c to Y2c, Cleveland Dist.  
Becker, W. H., Y3c to Y2c, Cleveland Dist.  
Force, D. A., Y3c to Y2c, Ingham.  
Yaroch, E. N., Y3c to Y2c, Escanaba.  
Church, B. H., Y2c to Y1c, Frederick Lee.  
Maddrix, H. F., AMM3c to AMM2c, Salem Air Sta.  
Griffey, G. W., AMM3c to AMM1c, Biloxi Air Sta.  
Finney, S. J., AMM2c to AMM1c, Biloxi Air Sta.  
Paulson, R. J., AMM3c to AMM2c, Biloxi Air Sta.  
McCully, B. C., F1c to AMM3c, Biloxi Air Sta.  
Bohik, F. F., Surf to MM2c, Frankfort Sta.  
Lohr, R. D., BM2c to BM1c, Oswego.  
Sullivan, Daniel, Cox to BM2c, San Fr. Dist.  
Lewis, Warden, Cox to BM2c, Modoc.  
Money, Chalmers, Cox to BM2c, New Orl. Grp.  
Wilson, C. H., Surf to BM2c, Cape Lookout.  
Beal, G. L., Surf to BM2c, Eatons Neck.  
Mooringfi, E. J., Cox to BM2c, Jackson.  
Willis, C. P., Surf to BM2c, Rockaway.  
Whedbee, W. T., Surf to BM2c, Sandy Hook.  
Simminger, Herman, Cox to BM2c, Honolulu Dist.  
Newton, B. J., QM3c to QM2c, Cape Flattery.  
Wicks, C. W., QM3c to QM2c, New York Dist. Of.  
LaBarre, G. E., Sealc to QM3c, Lilac.  
Lancaster, D. J., Sealc to QM3c, Itasca.  
Clookie, W. F., SC3c to Cox, Unalga.  
Twambly, G. G., Sealc to Cox, Rec. Of., Bal'o.  
Driscoll, P. J., Sealc to Cox, Navesink.  
Moss, G. A., Jr., Sealc to Cox, Champlain.  
Conte, A. J., Sealc to CM3c, Duane.  
Connolly, J. F., SC2c to SC1c, N. L. Base.  
Derube, G. J., SC2c to SC1c, FTTS.  
Neblett, C. R., SC2c to SC1c, Comanche.  
Dyer, G. H., SC2c to SC1c, Nansemond.  
Harper, A. E., SC2c to SC1c, Depot.  
Dotts, W. W., SC2c to SC1c, N. L. Base.



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Standing—Eddington, Stephens, Rabenau, Franke, Carber, Anderson, Shepard, Taylor, and Lt. (j.g.) A. L. Hendrickson, U.S.M.S., Manager.  
Kneeling—Garrison, Wilson, McGee, Waage, and Riggs.  
Front—Keyes and Riggs (bat boys).  
Close-up—Government Island batteries—Riggs, pitcher; Hendrickson, Mgr.; Rabenau, catcher.

Emery, O. W., SC3c to SC2c, Sandy Hook.  
Wolff, Karl, SC3c to SC2c, Chicago Dist. Of.  
Chmiel, M. C., SC3c to SC2c, N. L. Base.  
Meyer, C. W., SC3c to SC2c, Comanche.  
Endress, E. G., SC3c to SC2c, Campbell.  
Branham, J. B., Seale to SC3c, CG-171.  
Hall, L. W. T., MM1c to SC3c, Comanche.  
Charlesworth, R. L., SM3c to SM2c, Mohawk.  
Seaman, G. M., Surf to MM2c, Jones Beach.  
Anstin, J. L., F1c to MM2c, Norfolk Dist.  
Willard, L. F., F1c to MM2c, Mojave.  
Martin, H. A., F1c to MM2c, Bonham.  
Lewis, P. D., Surf to MM2c, Sandy Hook.  
Carlson, C. A., Surf to MM2c, Chicago Sta.  
Murphy, R. P., F1c to MM2c, Active.  
Mitchell, S. C., Surf to MM2c, Point Pleasant.  
Mullinax, T. A., MM2c to MM1c, CG-176.  
Floyd, R. L., MM2c to MM1c, Mobile Base.  
Czekanski, Frank, MM2c to MM1c, N. L. Base.  
Ratterree, G. O., MM2c to MM1c, Bibb.  
Dubrosky, Louis, MM2c to MM1c, Buffalo L. B. Sta.  
Goodwin, W. H., F1c to EM3c, Tallapoosa.

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Engman, U. F., CBM, Mohawk.  
Frost, C. V., CBM, Cayuga.  
d'Romtra, William, BM1c, Georgia Sta.  
Bobbitt, Dock, BM1c, Patrol Boat 171.  
Hawthorne, B. W., BM2c, Norfolk Dist.  
Forrest, A. S., BM2c, AB-67.  
Corbett, J. E., CRM, Key West Base.  
Kischassey, H. J., CRM, Norfolk Dist.  
Bell, P. S., RM2c, Rockaway Radio Sta.  
Allen, Shelby, CPhM, San Fran. Dist.  
Hoffman, J. T., QM1c, N. Y. Recr. Of.  
Ervin, R. T., QM3c, San Fran. Dist.  
King, K. P., AMM1c, Air Sta., Salem.  
Gesser, W. J., F1c, Spruce.  
Culliane, W. B., SC1c, Norfolk Dist.  
Garcia, Max, OffStd3c (Pro.), Ingham.  
Bishop, Avery, Surf, Grand Isle Sta.  
Crowley, H. L., Surf, Biddeford.  
Kuhne, Frank, Surf, Manasquan Inlet.  
Dennis, W. J., Surf, Indian River, Ind.  
Butz, A. J., Y1c, New Orl. Dist. Of.  
Honchak, Nicholas, Seale, St. Louis Recr. Of.  
Dalton, J. T., Seale, Recr. Of., N. Y.  
Korf, H. H., Seale, San Fr. Dist.  
Buckley, F. J., AS, Norfolk Dist.  
Grant, Alexander, AS, San Fr. Dist.  
Fernandez, R. J., AS, San Fr. Dist.  
Chaffee, J. B., AS, St. Louis R. O.  
Dyer, R. B., AS, St. Louis R. O.  
Schenauer, Herman, CBM, Cahoon.  
Talfourd, D. S., CMM, Alameda Base.  
Falekenbury, S. D., CMM, Taney.  
Preston, E. T., ACMM, Biloxi Air Sta.  
Eldridge, Cozie, AMM1c, Salem Air Sta.  
Revel, E. M., MM1c, St. Louis Dist.  
Sooy, J. C., MM1c, Little Egg.  
Miller, H. J., MM1c, Chicago Recr. Of.  
Nelson, A. S., MM1c, Champlain.  
Orr, Joseph, MM1c, Boston Dist. Of.  
Overton, R. L., MM1c, Modoc.  
Steckling, E. W., MM1c, L. S. No. 98, Boston.  
Sininger, W. O., MM1c, Tarrytown Light.

Koker, L. L., MM1c, Anacapa Isd. Light.  
Hale, C. H., MM1c, Pequot.  
Bennett, R. T., MM1c, Campbell.  
Coberth, M. D., MM1c, Manzanita.  
Bertram, F. D., MM1c, Curtis Bay.  
Norris, Burnis, MM2c, Toms River.  
Midgett, Z. B., MM2c, Short Beach L. B.  
Praedel, H. J., MM2c, Daphne.  
Sterling, J. E., MM2c, Norfolk Dist.  
Douglas, J. M., MM2c, Rhododendron.  
Behling, R. L., MM2c, St. Mary's Riv. Pat.  
Douglas, Milliard, CBM, Forked River.  
Salter, C. A., BM1c, Ossipee.  
Kaluske, M. J., BM1c, Aurora.  
Moore, Ted, BM1c, Agassiz.  
Scarborough, A. M., BM2c, Napeague.  
Sarver, Monta, PhM3c, Academy.  
Batterton, H. W., RM1c, New Orl. Dist.  
Coker, E. A., RM1c, Salem Air Sta.  
Bookout, P. G., RM1c, N. Orleans Dist. Of.  
Hart, Robert, CRM, Tahoe.  
Seovern, J. J., RM1c, New Orleans Dist. Of.  
Ross, Neal, RM1c, Alameda Base.  
Houser, V. T., GM1c, N. Orleans Dist. Of.  
Bates, L. J., GM1c, Norfolk Dist.  
Penrose, C. L., GM1c, Shawnee.  
Blake, W. M., QM1c, St. Pete.  
Pearson, L. R., QM2c, Bibb.  
Roe, L. S., QM2c, Pamlico.  
Myers, Emmet, F1c, Store, Brooklyn.  
Godard, H. L., EM1c, Curtis Bay Depot.  
Swails, A. J., Cox, Norfolk Dist.  
Bryson, W. A., CCM, Ft. Tr. Tr. Sta.  
Murallo, E. V., OffStd1c, Mohawk.  
Rosa, Rufino, OffStd3c, Unalga.



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Bentley, L. H., MM1c, Pontchartrain.  
Stoner, P. K., 1stMus, Academy.  
Pollard, David, Y2c, Curtis Bay.  
Spencer, W. E., Y1c, Ft. Lauderdale.  
Byrd, R. O., CWT, Pequot.  
Ramsdell, M. C., Surf, Yaquina Bay.  
Thompson, L. P., Surf, Rockaway Pt., L. I.  
Schwartz, B. C., Surf, Toms River.  
Scott, L. D., Surf, Lewes Sta., N. Y.  
Beck, E. H., Surf, Point Judith.  
Jarvis, E. W., Surf, Sandy Hook.  
Schrader, C. F., Surf, Mackinac Isl.  
Rousseau, O. A., SC1c, Kickapoo.  
Barbour, A. F., SC2c, Willow.  
Pittman, Emory, Seale, Norfolk Air Sta.  
Slemer, R. R., F1c, St. Louis Dist.  
Ross, W. A., Seale, Boston Dist.  
Carlson, Arthur, CBM, Golden Gate.  
Kinnecom, H. E., CBM, Gay Head.  
Spooner, W. R., CBM, Ossipee.  
Thomas, C. M., CBM, Arena Cove.  
White, J. A., CBM, Old Harbor.  
Poulo, Michael, CBM, Ariadne.  
Nilsson, N. S., CBM, Port Orford.  
Ludwig, William, CBM, Tawas.  
Packet, Francis, BM1c, Gurnet.  
Munch, J. F., BM1c, N. L. Base.  
McCullough, T. L., BM1c, San Pedro Group.  
Smith, G. A., BM1c, Sturgeon Bay.  
Payne, E. W., BM1c, Tampa.  
Rogers, R. T., BM1c, Ossipee.  
Singer, Leon, BM1c, Thetis.  
Savage, J. H., BM1c, Spermaceti Cove.  
Partridge, W. A., BM1c, Pamlico.  
Wilks, Henry, BM1c, Galloo Island.  
Tardif, G. A., BM1c, CG-158.  
Blade, T. O., BM1c, CG-131.  
Heffelfinger, A. F., BM1c, Norfolk Dist.  
Anderson, Raymond, BM1c, Thunder Bay Isl.  
Engle, Andrew, BM2c, Chelan.  
Vieira, Alfred, BM2c, Orleans L. B. Sta.  
Tillett, V. H., BM2c, Oregon Inlet.  
Bauersfeld, P. M., CMM, Boston Dist.  
Stevens, J. A., CMM, Mahoning.  
Lusk, C. T., CMM, N. L. Base.  
Loeser, A. R., CMM, Daphne.  
Monson, Carl, CMM, Shoshone.  
MacLeod, J. R., CMM, Eng. Sch. & Rep. Base.  
Breitenbach, Louis, MM1c, CG-2385.  
Farmer, W. H., MM1c, Fort Lauderdale Base.  
Doyle, J. J., MM1c, Hoffman Island.  
Threadgill, Elbert, MM1c, CG-404.  
Thomas, S. S., MM1c, San Diego Air Sta.  
Stokes, Russell, MM1c, CG-156.  
Wilson, J. H., MM1c, St. Pete. Air Sta.  
Sutlive, R. W., MM1c, Bonham.  
Shorts, P. H., MM2c, Harriet Lane.  
Saylor, J. A., MM1c, Aurora.  
Peterson, A. B., MM1c, Bonham.  
Olsen, Theodore, MM1c, Ewing.  
Marsh, H. L., MM1c, Norfolk Dist.  
Olson, Marcus, MM1c, Plum Island.  
Novak, Charles, Jr., MM2c, CG-271.  
Sebastinas, F. J., MM2c, Norfolk Dist.  
Phelps, W. F., MM2c, Lilac.  
Knight, W. G., MM2c, Air Sta., St. Pete.  
Hanna, L. E., MM2c, CG-5215.  
Stewart, Malcolm, MM2c, Chelan.  
King, L. R., MM2c, CG-2390.  
Casper, R. A., MM2c, CG-265.  
Dudley, Bynum, MM2c, New Orleans Dist. Of.  
Hitchcock, B. R., MM2c, Columbine.  
Wallis, D. E., CQM (a), Cayuga.  
Simko, Ambrose, QM1c, Aurora.



Seeley, O. L., QM1c, MSTs, Ft. Trumbull.  
 Wood, C. J., QM1c, Tahoe.  
 Wheeler, T. R., QM1c, MSTs, Ft. Trumbull.  
 Cave, W. M., QM3c, Shoshone.  
 Seay, J. A., QM3c, Triton.  
 Shaw, M. E., Cox, CG-9.  
 Ballantyne, W. M., Cox, Kickapoo.  
 Burgess, W. J., Cox, S. F. Telephone System.  
 Ewalt, M. B., CRM, Boston Dist. Of.  
 Mitchell, Joseph, CRM, Depot.  
 Willard, H. B., RM1c, Chelan.  
 Simonson, R. A., RM1c, Haida.  
 Mosher, J. W., RM1c, Charleston Base.  
 Mobley, L. W., RM1c, Marion.  
 Scott, H. E., RM2c, Bonham.  
 Sauvey, J. F., RM2c, Cleve. Radio.  
 Ciszek, S. C., RM3c, Reer, Of., Detroit.  
 Verry, E. A. F., ACMM, Salem Air Sta.  
 Salvat, R. J., ACMM, New York Dist. Of.  
 Scholtz, William, ACMM, Miami Air Sta.  
 Shawver, C. E., ACMM, San Diego Air Sta.  
 Overstreet, C. F., AMM1c, Biloxi Air Sta.  
 Koski, O. G., AMM3c, Miami Air Sta.  
 Brown, E. E., CCM, Mojave.  
 Handor, E. S., CM2c, Spencer.  
 Rodman, H. B., CGM, Depot.  
 Smith, A. T., GM1c, Balto. Reer. Of.  
 Stricklett, S. H., GM1c, Boston Dist. Of.  
 Thompson, L. T., GM1c, Shoshone.  
 McDonald, J. W., PhM3c, Academy.  
 Gorsky, A. V., CY, Ingham.  
 Switt, Samuel, CY, N. Y. Dist. Of.  
 Stuart, H. E., CY, Shawnee.  
 Wilber, J. A., CY (a), Itasca.  
 Donohoe, O. C., Y1c, MSTs, St. Pete.  
 Masse, A. J., Y1c, N. Y. Store.  
 Seabold, C. A., Y1c, American Seaman.  
 Schultz, G. E., Y1c, Western Inspector's Of.  
 Rozear, S. P., Jr., Y1c, Mojave.  
 Schwalbe, H. E., Y1c, Kickapoo.  
 Sandwich, J. T., Y1c, New OrL. Dist. Of.  
 Spencer, R. R., Y2c, Hamilton.  
 Gillikin, J. L., CWT, Hoffman Island.  
 Stoda, E. F., WT1c, Ponchartrain.  
 Carter, Rembert, WT1c, Ingham.  
 Snider, Troy, WT2c, Tampa.  
 Waddell, G. H., Jr., CEM, Hoffman Island.  
 Fisher, A. L., EM1c, Mojave.  
 Jack, G. A., EM1c, New OrL. Dist. Of.  
 Sarles, M. L., EM2c (Tel.), Key West Tel. Sec.  
 Phillips, George J., SC3c, Tahoe.  
 Rutz, A. R., SC2c, Pequot.  
 Robinson, Isaiah, SC1c, Sebago.  
 Rogers, T. M., SC1c, Cayuga.  
 Baker, G. E., Sealc, CG-38.  
 McCartin, R. W., Sealc, St. Mary's Riv. Pat.  
 McCurdy, D. E., Sealc, Hawthorn.  
 Nicholson, W. G., Sealc, Haida.  
 Taylor, J. L., Sealc, Academy.  
 Johnson, W. H., Jr., Sealc, S. Fr. Dist.  
 Haug, C. M., Sealc, San Pedro Group.  
 Cone, F. J., Sealc, St. Pete. Air Sta.  
 Austin, Rube, Sealc, Oak.  
 Chandler, S. T., Sealc, New OrL. Dist.  
 Galeski, H. A., Flc, Bibb.  
 Jones, C. F., Flc, Tamarack.  
 Drew, R. G., SC1c, Miami Air Sta.  
 Smith, K. K., SC2c, Barnegat Lightship.  
 Sponburgh, C. A., Printer1c, FTTS.  
 Carter, James, Jr., MAtt1c, Comanche.  
 Wojtkiewicz, E. S., Bmstr (a), Academy.  
 Pizarro, Elias, OffStd2c, Hamilton.  
 Etheridge, E. M., AS, Reer. Of., Balto.  
 Takach, J. J., AS, Depot.  
 Morey, F. S., Surf, Tawas.  
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Lowe, A. B., Surf, Isles of Shoals.  
 Small, B. L., Surf, Lubec.  
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 Patnaude, Herbert, Surf, Gloucester.  
 Williams, J. R., Surf, Chatham.  
 Willis, T. R., Surf, Norfolk Dist.  
 Trevett, R. H., Surf, Oswego.  
 Stowe, W. B., Surf, Norfolk Dist.  
 Thomas, J. E., Surf, Ship Bottom.  
 Hartwell, R. F., Surf, Bois Blanc Island.  
 Stevens, F. H., Surf, Galloo Island.  
 Ginder, E. D., Surf, Little Egg.  
 Duggan, W. F., Surf, Boston L. B.  
 Killman, C. R., Surf, Norfolk Dist.  
 Conklin, J. R., Surf, Whitefish Point.  
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 Mounsey, Maurice, CBM, Cape May Sta. to Galatea.  
 Miner, D. H., CBM, Bibb to McLane.  
 Sawyer, Edmund, CMM, Ivy to Poinciana.  
 Boudreaux, Alfred, CMM, Tampa to New OrL. Group.  
 Barr, J. H., CMM, New OrL. to New OrL. Rep. Sta.  
 Hardison, L. J., CMM, Nemesis Group to CGC-145.  
 Oberding, Fred, CMM, CG-171 to N. Y. Depot.  
 Keys, I. C., CMM, Reliance to CGC-400.  
 Powers, W. M., CMM, Depot, N. Y. to Dubuque, Iowa.  
 Powers, E. W., CMM, CG-408 to N. Y. Depot.  
 Crow, C. H., CMM, CGC-400 to Taney.  
 Little, W. A., CRM, American Seaman to Balt. Reer. Of.  
 Hopper, S. A., CRM, Wash., D. C. to Air Sta., St. Pete.  
 Lambert, E. H., CRM, Jacksonville to Clearfield, Pa.  
 Rosso, Thomas, CRM, Boston Dist. to Winthrop Radio.  
 Schuman, L. G., CRM, Salem Air Sta. to Miami Air Sta.  
 Kearns, M. H., CRM, Taney to Honolulu Dist.  
 Blake, C. F., CRM, Headquarters to Ft. Trumb. Tr. Sta.  
 Blanchett, H. R., CWT, Academy to Tahoe.  
 Colburn, F. A., CWT, Champlain to Spencer.  
 Hutchinson, M. K., CY, Reer. Of., Chicago to Haida.  
 Kennedy, J. B., CY, Haida to Chicago Dist. Of.  
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Second row—Stanley C. Sorensen, Sea2c; Linwood R. Larsen, Sea2c; John G. McNeill, Surf; Herman Boehm, Surf; Robert E. Applegate, Surf; John A. Landy, Surf.

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A lowly stable, rough and rude,  
Where Mary found her rest.

A little crib of yellow straw  
About which cattle nod,  
And here in Bethlehem's quiet town  
Was born the Son of God.

OH! We have a grand group of letters for our column this month! I am going to turn this column over to five persons who have written most interestingly, but before I do that let me say to all who are still hesitant about writing to Strictly Feminine, won't you just come down off the fence and jump in with these other splendid persons who are making this ladies' page a grand success? Let me suggest that many of you send in letters of advice to "Intermezzo," whose letter opens the column. Come on, girls, give "Intermezzo" a greeting and the advice she seeks. And remember, I want more and yet more pictures of wives, children, mothers, and families.

\* \* \*

Lynn, Mass.

Dear Dorothy:—I'm so glad they have decided to have a feminine column in this magazine. We women like to do our bit as well as the men do, but the space allotted is too terribly small.

I'm engaged to one of the wonderful men of the Coast Guard, and it won't be long now until we take that final step. It thrills me through and through to think that some day I'll be a part of the Coast Guard.

There must be many women who are wives of first-class petty officers, and since I soon will be one, I'd like very much to get a few ideas from some of them. How do they budget, live and a thousand and one things that can only be learned with

experience. The Service is new to me and life in it will be different from the ordinary way of living.

If you use this letter, please use as my name, "Intermezzo."

I hope your column keeps up for years with lots of success.

Yours sincerely,  
"INTERMEZZO."

\* \* \*

Next comes a most friendly letter from Mrs. Nellie Ramsey, of 1029 Natoma street, San Francisco, Calif., who offers hospitality and friendship to all wives who find themselves lonely in the city of the Golden Gate.

Dear Dorothy:—You have such interesting items in your Strictly Feminine column; may I crash the column? I'd like to send a call of greeting to all who come to our city of the Golden Gate. Perhaps you're strangers, but you don't have to remain so! The old standby—the coffee pot—is always waiting; a cheery chat and a little useful information may help. Twenty-one years' residence enables me to give information as to living quarters, shopping districts, etc. So here's to being friends with every friendly soul in the Coast Guard service. Friend hubby is on the *Ariadne* and I'm mostly home or thereabouts. When I was a stranger in Washington the femmes showed me what a grand bunch they are and I'm glad and proud to be just one of you with a beloved husband who is honored to be in such a grand and gallant service.

NELLIE RAMSEY.

\* \* \*

Now we arrive at a letter which I think is one of the most beautiful examples of feminine patriotism I have ever observed. I think anyone who reads the letter of Mrs. Morton Noble, of 203 Poplar street, Wyandotte, Mich., will feel a glow of warmth and admiration for this woman.

Dear Dorothy:—The first Coast Guard Magazine that we have ever seen came to us from Ellis Island this week. From it we learn all the details that the new enlisted man, Son Bud, has not been able to get onto a penny postcard. Let me join these other mothers who have sons in service preparing for a better and stronger United States.

At the close of the last war I was a young woman crushed by the slaughter of human beings, and I said, "Never will I bear sons for war." But here I am past middle age, with one boy still in military

PROUD OF HER BROTHER in the Coast Guard is Nancy Ann Noble, 13 years, of 203 Poplar street, Wyandotte, Mich. And equally proud of her daddy is two-year old Irene Siwinski, daughter of Mr. and Mrs. Joseph Siwinski, AMIc, New York. That recent birthday party on Staten Island in honor of little Mildred Anderson, who is seen at the right with her mother, Mrs. Paul Anderson, was enjoyed by Keith Teele, Helen Sawaski, Beverly and Janice Sharpe, and Brenda Leifstrom, all C. G. kiddies.



IVIE DELL SUTTON, one-year old daughter of Mr. and Mrs. F. C. Sutton, Jacksonville, Fla.

school and another already in the Coast Guard service.

The decision that these boys have made to serve their country no matter what comes, is very gratifying. Young daughter Nancy already with a "come hither look" at thirteen, walks just a little straighter with the chin up, lest the well-trained brothers upbraid her. It is with much pride that she talks of her brothers in service, and even now at her age she has plans for her own sons to attend military school. That is, I believe, what one calls "looking to the future."

Good luck to you in the woman's column adventure. I know that I am going to get from it much of interest.

Sincerely,  
MRS. MORTON NOBLE.

\* \* \*

1443 Louisa Street,  
Jacksonville, Fla.

Dear Dorothy:—I'm late in catching up with the news. I had my C. G. Magazine sent to me at my mother's and when I left there I asked her to forward them but she let three months pile up before she did. So I've just discovered your page—and I was so glad to see it. I've of'en wondered why someone didn't start a page for wives.

Enclosed is a picture of our daughter, Ivie Dell Sutton, who was a year old the fifth of last September. A very welcome coincidence happened on her first birthday—her daddy got his rating changed from Seaman 2nd to Fireman 2nd. He was at Base Six at that time. He is now on the "131." This is "our" first experience on a small ship and "we" like it fine.

Here's wishing your page a long life and much success.

Sincerely,  
MARY DELL SUTTON.  
(Mrs. F. C. Sutton, Jr.)

\* \* \*

Staten Island, N. Y.

Dear Dorothy:—It certainly was a treat to see the beginning of a woman's column in the U. S. COAST GUARD MAGAZINE. I believe it would really be a surprise to





know how many women read this magazine, and it is a pleasure to have a very special corner for the personal touch and personal contact that women so love.

Best of luck, and, ladies—let's give this page a real send-off.

In response to your request for pictures, I am enclosing two snapshots taken at my daughter's first birthday.

Again, good luck,  
MILDRED K. ANDERSON,  
(Mrs. Paul Anderson.)

### LEADS DEFENSE RACE

THERE was a day when the safety and security of a nation lay solely in the hands of its men at arms. The mechanical age has modified all that. The industrialist has come to the fore; upon his sturdy shoulders sits the responsibility of arming the nation, of providing the means with which our armed forces operate.



GUY W. VAUGHAN

Almost too late, America has awakened to the realization that its greatest strength—its greatest heritage—is not military, not naval, not regimental. The strength of America lies in the "rugged individuals" who have carried America's industries to the unparalleled position that hold today.

It was the industrial weakness of France which destroyed that nation. It was England's neglect of its own industries that plunged that nation onto the very brink of destruction. For a time America, too, seemed pointed down the abyss of folly which is the ultimate goal of all peoples who disregard the needs of the very industries which make or break the virile strength of a nation.

The path of America's leading industries has not been an easy one in recent years, yet those industries have not been found

wanting during the current national emergency. Few industries have answered the requirements of the National Defense Program as vigorously and enthusiastically as has the aeronautical field. And amongst aeronautical industries few have set so amazing a pace of expansion and Federal cooperation as has the affiliated Curtiss-Wright Corporation and Wright Aeronautical Corporation. Guiding the destinies of these corporations is Guy W. Vaughan, president. Although the newspaper headlines will make little mention of men such as Guy Vaughan, and although the American people will focus their attention upon gold-braided generals and upon foreign potentates, the fate of America will be decided—in fact is now being decided—by men like Guy Vaughan. America's soldiers and sailors, yes, and its women and children, will accomplish nothing above and beyond that which is made possible for them by Guy Vaughan and other leaders in the aeronautical industry. Today Guy Vaughan has thrown the combined facilities of his Curtiss-Wright Corporation and Wright Aeronautical Corporation into a \$70,000,000 program of aviation production that is the most vigorous and direct reply America has yet made to European dictators. All fears of a "bottleneck" in the production of Wright airplane engines (the most widely used in the world) have been overcome. And as the powerful Wright engines and Curtiss-Wright aircraft roll off the assembly lines the destiny of America in a war-torn world becomes more secure. And the grasp of Hitlerism on the civilized world fades appreciably as the handiwork of men like Guy W. Vaughan makes itself apparent.

### NEAT RESCUE JOB

One of the neatest rescue jobs in recent months was performed on November 8 by the personnel of the Coast Guard station at Wachapreague, Virginia, when the crew of that station rescued six persons from a foundering motor launch. The launch had developed a leak and was in dire circumstances when Motor Lifeboat No. 4834 came to its aid. After rescuing the crew, the lifeboat returned to the scene on the following day and succeeded in raising the hulk, making temporary repairs, and towing the craft to shelter. Chief Boatswain (L) C. A. Mister is commanding officer at Wachapreague Station.

### BLOCK ISLAND

Motor lifeboat from Block Island (R. I.) Lifesaving Station took the disabled oil screw *Bernice* in tow from a position approximately 4 miles west by south of the station and towed the craft to Great Salt Pond, Block Island.

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# Cruise Of The Northland

By WILLIE EHRLMAN

THE CUTTER *Northland*, formerly called "The White Angel of Alaska," has had her "wing" clipped and is doing her bit in Greenland. Formerly a hermaphrodite brig, she lost her foremast and yards, gained a pair of bilge keels, and a steadying keg under her forefoot. Only 216 feet long, we boast a crew of one hundred odd men, and still have a bunk for every man, room (a little) for movies, and a year's supply of grub.

## FIRST STOP

The first stop was Julianehaab, and there we had our first glimpse of the Greenland natives. We dropped some stores; boated some water, and made a liberty. After a ramble through the village our impression was that of a tiny Danish village of neat appearance. Although the houses were arranged in orderly confusion, most of them were connected by streets along which we encountered a heard of cows which were being milked by several natives.

During the evening the crew was invited

ice, the only bare land being the mountain peaks along the coast. Very few people, and the explorers, have ever crossed this ice cap.

Stores were landed at Angmagssalik and we proceeded down the coast to a Norwegian meteorological station at Torgilsbu. This station was manned by a Norwegian radioman, his wife and baby, and an assistant, all of whom had been at that station for two years. The baby, who is fifteen months old, had been born unattended at the station and was surprisingly healthy and large for its age. It had been subsisting on milk from a goat.

## NORWEGIAN TRAWLER

While we were there, a Norwegian trawler arrived with relief operators and our modern Robinson Crusoes departed with their goat for their own troubled homeland.

From this station we departed for Julianehaab and met the *Campbell* there. It was here that we transferred our chief

Cape York the *Northland* cruised to the Canadian side of Baffin Bay, headed south, occupying two sections of oceanographic stations enroute.

During this phase of the trip we cruised around an enormous flat top iceberg which computation proved to be three and one-half miles long. Another berg of the peak type proved to be the second highest on record, attaining a height of 404 feet above the water. Two polar bears were observed on the flat berg but heavy seas prevented any effort on our part to kill or capture them. Seals were observed on the pack ice. The total bergs enumerated throughout the cruise was three thousand two hundred eighty-nine; in addition some of the fjords leading to glaciers were choked with an estimated ten thousand more.

## CUMBERLAND SOUND

Upon reaching the vicinity of Cumberland Sound, we proceeded across Davis Strait to the Greenland coast and stopped at the town of Egedesminde. On the evening of our arrival we were invited to attend a dance at the gymnasium which was a hall about twenty feet by forty feet, well lighted by two chandeliers each containing two candles, half of which expired prior to the conclusion of the dance. The orchestra consisted of one squeeze box (well battered accordion), the maestro of which had a repertoire of one American song, to wit, "Springtime in the Rockies," and a flock of Danish "Polkas."

We were agreeably surprised at the dancing ability of the natives. We had half expected to see something similar to an Indian war dance, but found the floor crowded with couples doing a sort of minuet, bowing and scraping, plus a series of turns and foot stomps. Some of the gang decided that the routine looked easy and decided to "sashay" around a bit. "Walrus" Mulholland got his feet tangled and the orderly procedure of the minuet changed to the rowdy "Susy Q." Tony Capriotti, our esteemed commissary steward, decided that he wanted a repetition of "Springtime in the Rockies," but was unable to make the maestro understand. Tony thereupon sang the first fifteen bars, much to the natives' delight.

## AFTER THE BALL

After the ball was over and upon our arrival in the welcomed open air, we found that it was raining and black as pitch. The hall was situated half-way up a steep hill and was reached by scaling the rocks of said hill. On our way down, with visibility reduced to zero, there was much slipping, sliding and splashing, but we arrived at the landing unhurt save for some scratches and the fact that we were all over mud.

From Egedesminde we proceeded to Holsteinborg, a fishing community equipped with a surprisingly modern marine railway.

The ship behaved surprisingly well in the many storms which we have encountered, the maximum roll being 35 degrees against the previous one of 175 degrees described by the West Coast salts still aboard.

In closing we wish to thank Tony Capriotti who, in his role of commissary steward, has done a fine job of feeding. He has fed so well that "Walrus" Mulholland, our rotund radioman first class, has assumed the proportions of a baby whale and takes up double portions of everything, i. e., two seats at the chowtable and the movies, eats four rations a meal, and grunts twice as much running (?) up the ladders.



THE NORTHLAND'S CRUISE to Greenland was not without its lighter moments, according to the clever pen of Enlisted Man Willie Ehrman.

ashore to view a "film," as it is called up here. The picture was shown in a small hall, and upon entering this hall each person was presented with a ticket, bearing a number supposed to represent this seat. Most of the gang, desiring to sit together, disregarded the numbers and sat in groups. After the lights went out several late coming natives arrived looking for their seats and promptly evicted the guilty ones. Needless to say, with a hundred or so natives dressed in furs crowded in such a small hall, the odor of seal was predominant and the open air was welcome upon completion of the picture. The film was an American talkie with Danish translations written across the scene.

## LEAVING JULIANEHAAB

We departed Julianehaab and proceeded around Cape Farewell up the east coast to the town of Angmagssalik. Enroute, the coast of Greenland was in sight practically throughout the trip, the coast consisting mostly of mountain peaks with here and there the edges of the great ice cap visible. Few people realize that the entire continent of Greenland consists of a gigantic sheet of

quartermaster "KO" Leavestrom, who had been ailing throughout the trip. Much to our sorrow we received the sad news several hours later that he had died. "KO" was a fine man and a good shipmate, and we regret the fact that he had to leave his family and die on foreign soil.

We arrived at Ivigtut and had a glimpse of the famous cryolite mine and then departed on an observation cruise up the west coast of Greenland through the glacier fjords to Cape York, checking the glaciers and counting the icebergs enroute. Our glimpse of Cape York, which is mere eight hundred miles south of the Pole, was indeed a dreary one. It, and the surrounding land, consisted of but a few jagged peaks covered with ice and snow.

## AT CAPE YORK

On top of one of the peaks at Cape York we saw the monument to Admiral Peary which had been erected by his former ice pilot, Captain "Bob" Bartlett. It was a pyramid of large stones which must have taken considerable effort to transport to its resting place, and it stood out against the sky in defiance of wind and snow. From



## LAKES SOUNDINGS

By BOWDITCH

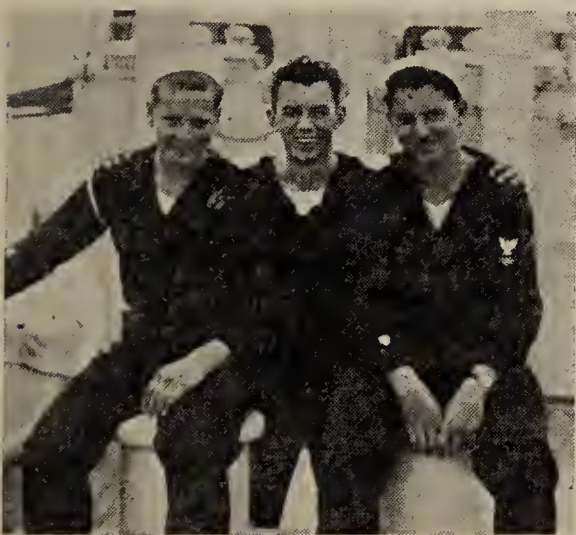
THE new district commander, G. T. Finlay, took over his duties.

Admiral Waesche was in Chicago and we had dinner with him at the Sherman Hotel the first night, as a result of which we learned a good many interesting facts, and despite being ennuied by a good many years of journalistic pursuit of notables, were duly impressed by his suavity and congeniality, as well as the confident air of efficiency which he manages with no apparent effort to radiate.

Admiral Waesche gave the principal address to the marine section of the National Safety Council, at the Stevens Hotel, and Commander H. N. Perham presided as chairman.

An important change hereabouts was the transfer of Chief Bos'n Lee R. Scott from recruiting here to the Omaha (Neb.) recruiting district. Lee will be greatly missed not only by his conferres in the Service, but by a host of friends he had among civilians. Lee Scott managed to make himself valuable and friendly to hundreds of yachtsmen and other people having an interest in maritime affairs in and about Chicago; he had established himself as a valuable asset in the Chicago District.

Through the courtesy of Joe Petroff, RM2c, aboard the *Antietam*, at Milwaukee, Wis., we can present a photo taken some time ago. Since then we've had a letter from Dick Horn, Y3c, in the center of the picture, saying that Dick has been transferred to the shore station at Grand Haven, Mich.



A THREE-WAY GRIN from the *Antietam*, based at Milwaukee. William ("Moose") Mueller, Sealc; Dick ("Trader") Horn, Y3c; Joseph ("Rasputin") Petroff, RM2c.

Encountered Chief J. Mizel, of the communications department, aboard the CGC 119 at Belmont Harbor. "There's one thing sure," said Mizel, giving us a 1,000-candle power dirty look, "if I see any more cracks in the COAST GUARD MAGAZINE about me installing antiquated radio sets on the AB 3 which didn't function, I'll kill you—personally!" It looks like a hard winter!

There seemed to be something paradoxical, we thought, when the U. S. Lake Survey vessel *Perry* went aground off 59th Street in late September. The fellows who make the charts can't keep off the shoals, so what chance have we?

Chief Yeoman Mark Kent Hutchinson

sent us a letter t'other day, written at Kodiak, Alaska, aboard the cutter *Haida*. Latest scuttlebutt is that Mark is going to New Orleans. That boy certainly gets around since he left Chicago this summer! Ramon (nee Enloe) Gerty, Sealc, aboard the *Cottonwood*, out of St. Louis District last we heard, sent a long letter, saying he was finishing his enlistment and going to work "on the outside."

Lucas ("Luke") Steinbruecker, Sealc, who has been at Old Chicago Station with Chief Bos'n John Olander for some months, has just been transferred to the CGC 3. The other seaman on that estimable crate is Dick Brawner, Sealc, who recently tore some tendons in his leg but who is now progressing nicely.

J. O. (Jack) Anderson, now retired, but for many years in charge of Old Chicago Station, has just concluded another year of training lads for the Chicago Park District life-saving service. If the country ever has to resort to extreme measures in melting down metal for additional armament, all they'll have to do is commandeering Jack's collection of awards and all will be well.

Commander G. B. Skinner, operations officer, is planning 21 days' leave, which will take him into the remote fastnesses of northern New York State. . . . Karl Wolf, cook of the 119, has burst forth with a new tablecloth in the mess which would rival the scriptural "coat of many colors" belonging to Joseph—and we don't mean Joseph Lesniak, BM1c, of the said 119.

Our old friend, Harold A. Peterson, CBM, who did a fine job of managing things at Wilmette Station since leaving Mackinac Station, has been transferred to Jackson Park Station; and Carl Howell, who had that post, has gone to Old Chicago, along with Chief Bos'n John Olander, now in command of a group of life saving stations at the southern end of the district. . . . Last time we went to press we thought we had seen the last of Cox'n Louis Williams of the *Escanaba* for a while, but he bobbed up in town again a couple of weeks ago, on leave. . . . Personal note to Elmer Lankford, Y3c, at the Reserve office: Don't forget you promised your old shipmate, Mr. Bowditch, some prints that could be used in the next issue of the COAST GUARD MAGAZINE. . . . Chief Bos'n Charles Feddersen, reported in this gazette last month as being aboard the *Nansemond*, is now aboard the *Antietam*, at Milwaukee, according to our own Gestapo. . . . Luther Lancaster, MM1c, on the 119, was awarded (unofficially) a basket of artificial flowers by the cook of the vessel for making sharpshooter while on the range. The flowers have disappeared from their nook in the galley and all efforts on our part to find out who snaffled Luther's just reward have met with no results. . . . The greatest achievement of the last 30 days in this district was the acquisition of much-needed hand rails aboard the CGC 3. If they had followed our advice long ago they'd have had 'em the beginning of the season instead of the end. Our technique would have been to shove a few visiting dignitaries overboard. It expedites matters. . . .

According to Lieut. Fulford, there are now 430 members of the Reserve in the Chicago District, based on a total of 325 boats. And if you are one of the many who think this Reserve business is all just a good joke, you should have heard what the Admiral had to say on the subject at dinner t'other night. It's one of the major programs of the Coast Guard.



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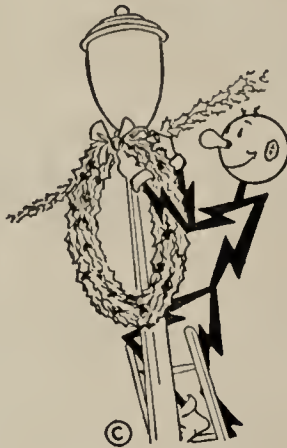
### CAYUGA

Plane V-133 from Salem Coast Guard Air Station located the fishing boat *Pemaquid* in distress in a position approximately 20 miles south-southeast of Portland (Maine) Lightvessel. The location was given to the Cutter *Cayuga*, and the latter vessel took the *Pemaquid* in tow for Portland on the same day, arriving off Portland Lightvessel, where the tow was transferred to the Picket Boat CG-4328 for further tow to Portland.



## Holiday Greetings

To the officers and men of the United States Coast Guard we send our best wishes for the holiday season. We hope that you will always feel at home in St. Petersburg.



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### BOSTON DISTRICT OFFICE

AFTER a long lapse of years, the writer again feels the urge to get ink and paper together into something useful in having the Boston District Office represented in the Magazine. We have a fine district here and are very proud of it. It is generally known and conceded that this district is the "workingest" district of the Coast Guard. Under the very able command of Captain T. A. Shanley, and as fine a staff of officers as one can find, duty in this district is really worthwhile.

We wish to say "So long, it was swell being shipmates with you, and hope we will be shipmates again" to Chief Boatswain (L) E. F. Gracie, who retired on November 1. He will make his home in Provincetown. A farewell dinner was tendered him by his former shipmates of

the District Office and by the various stations on Cape Cod, where Mr. Gracie had served for many long years.

Congratulations are in order for the many first-class P.O.'s of the writer's acquaintance who are taking the coming C.P.O. exams, and may they all make the "buttons." Running over such names as Ramsey, Jones, Winslow, Kopp, Public, Ribarich, Hartnett, Simonson, and Grunt recalls many pleasant moments with them.

Speaking of Ramsey, his many friends will be surprised to hear that he recently joined the ranks of the bnedicts and is now one of the regulars. Yes, he sure did surprise all of us. Mrs. Ramsey is from his home town, down Dixie way.

The J. W. Cios, RM1c, are expecting the usual heavenly bundle most any week now, their friends in and out of the Service will be pleased to know.

During the past few weeks a couple of old shipmates passed through here, Varga, PhM1c, on the *Algonquin*, and Kopp, RM1c, on special duty under Headquarters. We hear Winslow, RM1c, at Gallups Island M.S.T.S., is being transferred to Curtis Bay Depot as radio instructor. His former shipmates wish him well on his new assignment.

To the many throughout the Service who know him, Eddie Cook, BM2c, is the proud papa of a lovely boy whom he calls his "Liddle Brudder Butch." much to the irritation of Mrs. Cook.

On November 6th the writer and his Missus attended a get-together dinner and dance of the R.V.A. and, as did everyone present, thoroughly enjoyed themselves. Deardoff, CMM, Post Commander of Post 238, is to be congratulated on a swell job and organization. Talks by the Department Commander and Deardoff were timely and well put. A drive was inaugurated for new members and the formation of a ladies' post was discussed and well received by the ladies present. It is hoped that with increased membership a permanent home may be established for the post. Shipmates of the district are urged to look into this, as it is a very deserving organization.

So, until next time, "Thumbs up."



## Ship Ahoy!

By FRANK LOVELY

MY EFFORT at describing the first C. G. dance of the season in New Orleans will be absolutely puny in comparison with the perfect evening enjoyed by those attending. Usually these events are put on by one unit only. A ship, for instance, gives a dance, or has a picnic attended only by that particular unit, with possibly a few friends of the men attached. But our dance was unique because it was meant not only for all to have a grand time, but for our people to introduce themselves and find out that there are many friends to be made outside of their immediate circle. The Customs, the Public Health Service, the Lighthouse Branch, in fact everything and everyone even remotely concerned with the C. G. were brought together. A purely democratic evening, where rank and rate were put aside. The primary purpose of the event was to make the New Orleans service people one united family and do away with the petty grievances that go hand in hand when several services are stationed in one port.

Full credit for this grand party was due to the untiring efforts of the following committee: Frank Flavan, CY; Chief Pay Clerks W. J. Braun and Albert Trachtenberg; C. A. Zucker, CY; Thomas Dowell, CY; R. E. Grosser, Y1c; Peter F. Shea, Chief Boatswain, and Al Hedman, CBM.

Cooperating with this committee, Mr. P. F. Shea and his crew of the Cutter *Camelia* completed one of the finest bits of decorating ever seen at a Service dance. The music was furnished by Tony's Almerico Orchestra, and the event was held at the Casino ballroom, one of New Orleans' better known night clubs.

Peaches of pairs I met were Mr. and Mrs. J. A. Dinan, J. J. Halstead and girl friend, R. E. Johnson and girl friend, Mr. and Mrs. J. J. Scovern, Mr. and Mrs. Roy E. Grosser, and so many others that were I to list them all the magazine would compromise by not printing any.

Friends of H. M. Kroger will be surprised to know he is now a QM1c. This will be news to some of the boys at Sullivan's Island and those who were with him on the old *Yamacraw*, as they remember him as a very good ship's cook. When this comes into print it is hoped that Ernest Stacey will surprise his friends by putting on a first-class crow, as he will shortly take the exam for that promotion.

The many friends of Mr. P. F. Shea, commanding officer of the Cutter *Camelia*, will be distressed to hear that his little boy, age nine, is at the Marine Hospital, New Orleans. Diagnosis, infantile paralysis.

### ORCHID DEPARTMENT

If the C. G. takes up boxing again the name of R. L. Melvin will flash across the fistic world. Here is a boy perfectly built physically, one-seventy-five pounds, five feet nine inches tall, and about twenty-two years old. Stationed now at the New Orleans District Office, he has behind him a





AT ST. PETE, FLORIDA, we have this champion softball outfit representing the Maritime Service Training Station.

Front row, left to right—Weksner, right field; Pavlick, short field; Diodato, coach and trainer; Young, manager; Giachetti, substitute second base.

Center row—Dzugas, second base; Wortham, catcher; Giamella, center field; Mac-Avoy, left field

Back row—Vermilion, first base; Benson, third base; Diebold, substitute catcher; Nagel, pitcher; Fox, shortstop.

fine record from three amateur and three professional years of boxing.

A recent conversation between Henry Izard, Y1c, and Arnold Butz went like this:

Butz: "Boy, what a swell time I had last night."

Izard: "You and me both, son, and, by the way, how did you find yourself this morning?"

Butz: "Oh, that was easy. I just looked under the bed and there I was."

#### OBSERVATIONS

C. A. Zucker having his picture taken holding a bottle bigger than he... Drs. Stroupe and Thomason having the time of their lives... Tom Dowell dashing hither, thither and yon doing a remarkable job in foto... P. M. Collins with one of the prettiest girls at the party... the expert jitterbugging of the boys of the *Camelia* and Algiers Station.

#### MATRIMONY

As New Orleans girls are known to be the most beautiful in the world, it will be no surprise but a lot of pleasure to know that Henry F. Czerwinski, Y2c, will shortly go middle-aisling with Miss Jordan. You can believe me when I say this girl would give the judges at any beauty contest something to think about. So wishing them much happiness and success, I'll just add some advice. The sea of matrimony is full of reefs, and no compass has yet been devised to assure a true course. While sailing these seas it must be remembered that love is like a bird—if you do not tend to it and care for it constantly it will spread its wings and fly away.

#### ST. PETERSBURG

The crash boat from St. Petersburg Coast Guard Air Station rescued three civilian members (Canadians) of the crew of a commercial twin-motored Beechcraft airplane which was purchased at St. Petersburg by the Canadian Government and which plane crashed in the bay off St. Petersburg one mile east of the Coast Guard Air Station.

#### SOFTBALL CHAMPS

The Maritime Service Training Station is justly proud of its softball team which has won the championship of the St. Petersburg Fraternal League. As a reward, a banquet was held for the team at the Penguin Club, Sunset Beach, Fla. While the food was of excellent quality, the most welcome part of the evening was devoted to speeches at which time the championship plaque, together with individual engraved trophies, were awarded to the players of the team.

Lieutenant Commander W. W. Kenner, U.S.C.G., is superintendent; Lieutenant (j.g.) G. L. Rollins is athletic officer, with Lieutenant (j.g.) J. O'Connor as his assistant.

#### BOOK REVIEW

Dodd, Mead and Company, New York City, announces "The Riddle of the Sands," by Erskine Childers, the book that foresaw the invasion of England. This is a classic spy story involving two young sailors, a lovely girl, a sinister German, and a secret plot which might have changed the whole course of history.

Two young men, an Englishman and an American, cruising in their little yacht among the islands which fringe the German coast, run innocently into a mystery. It is not only a mysterious mystery, but a very important one, as they shortly discover. Out of the welter of secrets, spies, strange deeds at night, adventure and danger emerge two figures—a lovely girl and her sinister father. How the two men at last unlock the secret, and escape with it, and carry off a willing girl and her unwilling father, are exciting incidents of an exciting tale.

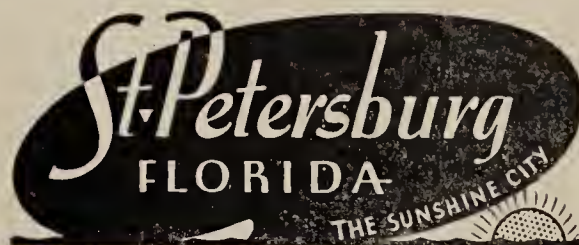
First published in the year 1903, this classic adventure story is now being re-issued because of its dramatic timeliness and because of the uncanny foresight which the author shows. Beautifully written, tense and thrilling from start to finish, it gives a detailed account of the momentous events which are even now taking place in Europe.

## St. Petersburg Extends

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The officers and men of the United States Army, Navy, Marine Corps and Coast Guard will always find a genuine welcome at St. Petersburg, Florida, the Sunshine City. We invite you to visit this friendly city at every opportunity. More than that, we invite you to make this your home. You will find here a Coast Guard Base, a U. S. Maritime Training School, a splendid Veterans Hospital, an active Army and Navy Club. Ideal climate, best of living conditions, reasonable living costs. For booklets and special information write J. L. Neal, Chamber of Commerce, or F. R. Francke, Liaison Officer.



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and at the docks





Photo by MacLeod.

FROM NORFOLK COMES THIS FINE PICTURE of the graduating class—Gas and Diesel Engine Class—Engine School and Repair Base.

Seated—left to right—John M. Tippin, MM1c, Assistant Instructor; Guy R. Hunter, MM1c, Assistant Instructor; Thomas F. McKenna, CMM, Instructor; Chief Machinist T. E. McCready; Charles R. Cook, CMM, Instructor; Walter M. Bartley, MM1c, Assistant Instructor; Herbert H. Hall, WT1c, Assistant Instructor.

Middle row—left to right—Thurston L. Willis, Surfman; Mahlon P. Williams, Surfman; James E. Bartlett, MM2c; Clarence A. Farrar, Surfman; Carl A. Carlson, Surfman; Thomas F. Wahab, Surfman; Charles F. Stoker, Surfman; Frederick D. O'Neal, Surfman.

Rear row—left to right—George D. Koetzner, WT2c; Bruce E. Davis, F1c; Herbert L. Lewis, F1c; Albert E. Flanagan, WT2c; Miles S. White, F1c.

## ENGINE SCHOOL AND REPAIR BASE

By DICK

THERE was plenty of praise and compliments around here on the last issue of the COAST GUARD MAGAZINE. Everyone appreciated it and was ready to remark that it was one of the best yet. Now if the District Office Yeoman softball team should ever happen to defeat "Lean-to" Tipping's squad, that would be news (and a calamity, too). That, however, is too late for this season but you can be sure that if Tipping's squad is ever challenged to a ping-pong game, and should Jack Pinder accept, this column will have a blow-by-blow writeup. Since we are on this subject of Tipping's squad, we will have to say with regret that John M. Tipping, MM1c, captain of the squad which bears his name, was transferred from the school to the Patrol Boat CGC-143. The school lost a good man, but he is still near enough to lead his squad. Yes, sir! Tipping took that squad after several good men failed, and with basketball and football being the topic of the day, we hope that he will again show them how it is done.

Just before starting this report, the writer made a tour of the docks and moorings to see what has happened. As usual, found Roper, MM1c, in the middle of the ring giving the low-down on last year's taxes and the presidential election. Sanderlin, MM1c, was looking for a way out; CBM Tonelson was out; Sealc Sprouse checked out on leave; Seaman Kabaczy was just walking into it, and CMM Bell was leading Seaman Tillett through the bullpen for that same thing which has caused him to go there every day for the last three years. No one knows and he won't say.

In last month's issue under the gasoline and Diesel engine class graduates we had George D. Koetzner, WT2c, as having Fort Pierce Station as his permanent station. It should have been *Comanche*. Sorry, Katz,

and we'll see that we keep you away from those stations.

No one has heard anything from Bartlett, Carlson, Stoker, Wahab, or Lewis since they checked out on October 5, 1940, for their regular stations. Bruce E. Davis, who checked out with this class and is stationed on the *Hamilton*, comes over to see us often and says he wants a post-graduate course. Russell Young (*Mendota*) comes around often, but Al Livingston and Sam Picarello try to keep hid since they are cruising on the *Carrabasset*. "Skin" Ramson was a steady visitor, but we haven't heard anything from him since he was in Cleveland.

A class in Aviation Engines is scheduled to assemble on December 27, 1940, and although that is only two days after Christmas, those that are interested had better be seeing about getting their applications in. The present Aviation Engine Class, which is now undergoing electrical instructions, have become so engrossed in this part of the course that they have organized a fraternity among themselves known as the "I. B.E.W." (International Brotherhood of Electrical Works), creating and elected the following officers: R. L. Brown (Royal Magnetic Attractor), Francis H. Cicero (Complete Conqueror of Current), Johnny Commons (Irresistible Rheostat), John L. Costill (Dynamical Resistance Unit), James E. Costigan (M.F.B.—Master Fuse Blower), Robert E. Drake (Exalted Static Circuit), Ralph L. Eldridge (Vicious Commander of Ohms), Robert C. Hagerty (Mighty Majestic Shunt), Hugh B. Houston (Royal Atom Cracker), Jack W. Pinder (The Great Supreme Microfarad), James E. Potts (Stupendous Short Circuit), Edward V. Sapp (Super Colossal Conductor), Kenneth M. Short (Wandering Electron), Paul S. Smith (Very Excellent High Voltage), Sherwood L. Smith (Grand Imperial High Frequency), John H. Strider (Most Positive Exalted Proton), Martin W. Trapp (Gigantic Negative Neutron), Andrew P. Turnier (All-American Live Wire—4,000 Volts), and Hardy M. Willis (Most Highly Exalted Electron). Seems as if there are some "Open Circuits" among that group and that

is just what Jack Pinder is trying to get through. "when an open circuit is not an open circuit." The story is Jack was detailed to install an electric clock in the dormitory. Jack made the installation and the clock was keeping good time until someone threw the switch turning on the classroom lights. The clock stopped. Turn the lights off and the clock would start. Now Jack has settled down to doing some real trouble-shooting and is checking everything from a "backward switch" on the clock to an inverted circuit in the building. Don't be discouraged, Jack—we once knew an electrical professor who was called upon to install a lathe. After he had made the installation and ran his cable, he threw on the main switch to discover that he had a direct hook-up from the main switchboard to the lathe, 100 feet away, and no switch in the line.

All hands join in wishing Gus Larsen, whom we understand to be confined in the U. S. Marine Hospital, Mobile, Alabama, a speedy recovery and our best wishes for the future. By the way, fellows, a man in the hospital has plenty of time to read, and I am sure that Gus would appreciate a card or letter from any and everyone. So, let's send him a shower and not let him be the forgotten man. Just address it to the U. S. Marine Hospital, Mobile, Alabama.

## LAKES STORM

Return of a missing tanker to its East Chicago port allayed fears of Coast Guard officers that a fifth vessel should be added to the list of those "believed lost with all hands" in the recent Lake Michigan storm—a list upon which they based their estimate that at least 67 had perished.

The Coast Guard's list of missing vessels included two large freighters, the 7,200-ton *William B. Davock* and the *Anna C. Minch*, a 4,200-ton grain carrier, and two South Haven (Mich.) fishing tugs.

Searching parties scanned the cold waters of Lake Michigan and frozen marshlands in the Great Lakes region for additional victims of the violent storm that brought death and destruction to the Middle West and frigid weather to the nation.

Eighty-eight persons, including two score sailors and duck hunters, were known to have perished. Many others were missing and scant hope remained that they would be found alive. At Ludington, 16 bodies of sailors were stretched out in the morgue.

The 415-foot freighter *Conneaut* was aground near Lansing Shoal, at the north end of the lake, and the steamer *Frank J. Peterson* was aground off Hog Island in that area. Coast Guard ships speeded to their rescue.

Four Guardsmen sent out to the *Peterson* returned to their base after fear had been expressed for their safety. They reported the *Peterson* appeared to be in no immediate danger.

The tanker *Crudoil* of the Cleveland Tankers, Inc., line, limped into port.

The Coast Guard also reported that the *Sinoloa*, which carried stone from Upper Michigan points across the lake to Lower Michigan, was safe at Garden City, Mich., near Escanaba, and her crew removed from it by a Coast Guard cutter from Munising.

Coast Guardsmen further reported the motorship *Mercury*, sister ship of the *Crudoil*, was sheltered in the lee of North Manitou Island in Northern Lake Michigan.



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Navy, Marine Corps,  
Coast Guard

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## Questions ? and Answers

**Q.** Is there an arrangement whereby an enlisted man of the Coast Guard can gain entrance to the Academy by passing a prescribed examination regardless of high school credits? Is there a course offered by the Institute leading to this purpose?

**A.** In order to take the entrance examination an enlisted man must be a graduate of high school or its equivalent and be not more than 22 years of age. The Coast Guard Institute offers an Academy preparatory course which is one of the most difficult in the Institute curriculum.

**Q.** Have there been any recent steps taken toward providing the Coast Guard with a chaplain? If not, are such steps contemplated?

**A.** The Coast Guard does not have a chaplain and does not contemplate authorizing one. The Chaplain Corps of the Navy cooperates with the Coast Guard whenever requested to do so.

**Q.** Where can I obtain a metal Coast Guard insignia for use on my car?

**A.** For the sum of one dollar Joseph Siwinski, AM1c, U. S. C. G. Air Station, Brooklyn, N. Y., will provide a metal shield bearing an appropriate inscription suitable for attachment to rear or front fender.

**Q.** Can an enlisted man in the Coast Guard upon receiving an appointment to a Civil Service position which offers a considerable increase in salary and preferred duty, obtain a special order discharge? I have heard it said that the Coast Guard will give special order discharges when a man obtains an appointment to any government position which is superior in salary and duty to his present and future service position. What is the proper procedure?

**A.** Coast Guard Headquarters grants special order discharges when the request for discharge fits the current conditions of the Service. Each request is given individual consideration. Two years ago any petty officer could have been reasonably certain of a special order discharge if he desired it. At the present time, however, the needs of the Service are so emergent that it is not likely a request for a discharge will be granted. The routine to follow in making such request is the customary shipboard routine of submitting an official letter through official channels.

**Q.** Can you recommend a reliable source from which navigation instruments and equipment can be purchased?

**A.** Address the Weems System of Navigation, Annapolis, Md.

**Q.** Will you be so kind as to publish

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the address of the Democratic National Headquarters?

**A.** Democratic National Committee, National Press Building, Washington, D. C.

**Q.** How does the amount of money spent by the United States on the production of military and naval aircraft during the past seven years, compare with the amount spent for relief?

**A.** Approximately \$13,750,000,000 was spent for various forms of relief, and approximately \$634,000,000 for airplanes.

**Q.** How many merchant vessels did Great Britain lose during the first four months of the present war?

**A.** One hundred and thirty.

**Q.** At what time, if any, is a former member of the U. S. Coast Guard, now retired, allowed to wear the uniform?

**A.** At any service or patriotic gathering and at any time in a manner that will reflect credit on the uniform. You should bear in mind that retired persons have not been separated from the Service; they have merely been placed upon an inactive status. They are subject to all the rules and regulations which affect men on active duty.

## MAPLE

The *Maple* took a disabled gas boat in tow from a position below Big Sodus, N. Y., and towed the craft to Oswego, N. Y.

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since 1927."

## DIONE

The *Dione* took the disabled yacht *Lascar* in tow from a position approximately 40 miles below Washington, D. C., and towed the craft to Norfolk, Va. The *Lascar* was enroute to the Gulf of California on a scientific cruise when she lost her rudder in the Potomac river.



## THE MAIL BUOY

(Continued from Page 2)

### JOHNNY JONES

"582 Andover Street,  
Lawrence, Mass.

"I can't remember when I ever enjoyed a magazine any more than I did when I bought the COAST GUARD MAGAZINE.

"Enclosed you will find a poem I wrote, entitled 'Johnny Jones.' The story was told to me and I in turn put it in rhyme, or at least I tried. This is my first contribution to this column and to the Magazine, but I hope to be a regular contributor.

"I hope you will publish this poem and sign it 'From Florence to Link.'

"FLORENCE PETERSON."

### JOHNNY JONES

Poor Johnny Jones was horrified.  
When he read the paper he nearly died.  
There in bold print that left him aghast—  
It said all men would sign for the draft.

Now Johnny's first thought was of all the girls,  
Of powders and perfumes and blondes and curls.  
Now there was Kitty, kind of cute and fat,  
Why, if he left her, she wouldn't like that.

So over to Kitty's Johnny did skip,  
With a smile on his face and a prayer on his lips.  
"Oh, Kitty, dear Kitty, will you please marry me!  
Here I propose on my bended knee!"

So after the wedding and all of the fuss,  
John was sure the joke was on us.  
Now he was safe; he was a married man;  
They wouldn't take him—not Uncle Sam.

But when he found he might still have to sign,  
You can imagine how Johnny did shiver and whine.  
Everyone thought he was quite a fellow,  
Although I thought he was really yellow.

So to the dentist's he went to call  
To lose his teeth, each and all.  
An army travels on its stomach, he knew,  
Without his teeth how could he chew?

So Johnny went down on registration day.  
He was never so happy, never quite so gay.  
For he knew as he stood in that long line  
They wouldn't take him—not this time.

The "doc" looked him over—up and down,  
And spoke to Johnny, wearing a frown,  
Oh, Johnny, you know, and I hate to repeat,  
You've been rejected because of FLAT FEET!

### SERVICE RECORDS

"After reading your articles in the October issue of the COAST GUARD MAGAZINE, I decided to write you a letter. I expect no answer but will be glad to get one.

"I fail to see that a man's Service Record counts as much as you say it does. However, I heartily agree with you that there has been plenty of personal favoritism, etc., and personally I believe plenty of it is still going on.

"When I entered the Navy in 1919 the little blue book told me to keep my nose clean. That I have been trying to do. In my 19 years of service my record contains only one red ink notation, a deck court in 1931.

"Now I will explain why I think the rating system is just like it always has been. I notice in the 'GOING UP' column a former shipmate's name as being promoted from BM2c to BM1c. Less than a year ago he was a coxswain!

"What kind of rating system has the Coast Guard got anyway? I hear so much about, 'They're rating men according to length of service and rating.' All I can say to that is 'Oh, Yeah!'

"I have been a second-class petty officer for eleven years. I'm sure I have almost 10 years with 4.0 in conduct on my record. Yet I've not even heard a word about a good conduct medal. Not that I want one; it's just the idea of how long a man will go ahead minding his own business, keeping his nose clean, tending to his job as best he can, without ever getting anywhere.

"I wonder if I'd be noticed and promoted if I got myself a couple of courts-martial like so many have done?

"Yours very truly,

NOTE: A study of records shows that only one advancement has been made from BM2c to BM1c since 1932 in the area from which the above letter came. A review of the records shows that this man has never submitted a re-

quest for a good conduct medal. This procedure is necessary before such can be issued.

A word about the rating system. All advancements below the rating of chief petty officer are made by the districts from a quota authorized by Headquarters. This man is entitled to request an opportunity to participate in an examination for advancement. He should make such a request. Good conduct alone is not enough to merit advancement, a man must bring himself to the attention of his immediate superiors by his proficiency, ability, and leadership. If a man feels that he is being overlooked he should not hesitate to discuss the situation with his superiors.

\* \* \* \* \*

### SERVICE

"Regarding Headquarters' view in not taking into consideration the time a man has spent in the Navy, well I'm a Coast Guardsman and, for my money, Headquarters knows what it is doing and they are the bosses down there. Whatever a person's inner feeling may be, if that person isn't man enough to put them aside and abide by the rules as set down by competent authority, then he doesn't belong in this man's outfit. Some day—no matter how long from now it may be—I'll be told I can take the exam for chief. What more can a fellow ask? And so until that time I'll keep giving the best in me, and be in there swinging all the time. When the exams come up for me, I'll just come up to bat swinging all the bats I can carry.

"Yours very truly,

NOTE: Here is a letter from one ex-Navy man who shows no resentment against the policy which provides that time spent in the Navy shall not count toward seniority on eligible lists. We feel that he displays a splendid spirit.



"NOW PUT ONE OF THEM 'Don't Open Til Christmas' Cards on 'em and could you also sew me monogram on 'em?'"

### "WANNA SWAP?"

I am a seaman, first class, and would like a mutual swap with anyone on a patrol boat in or near St. Louis.

PETE G. BUTKOVICH,  
Hereford Inlet Station,  
Wildwood, N. J.

I would like to swap with any radioman, third class, either in the Boston or New York Districts. I would like to go to a cutter. All my previous duties have been on the smaller type vessels.

BOB O. ROBINSON,  
U.S.C.G. Kickapoo,  
Rockland, Me.

I am a radioman, third class, now serving on the *McLane* in the Norfolk District, and would like to swap with a radioman in the San Francisco District.

W. W. VAN STEENBERGEN,  
U.S.C.G. *McLane*,  
Morehead City, N. C.

Is there a seaman, first class, at the Elizabeth City Air Station, or in the Norfolk District, who would like a swap into the New York District? I am a seaman, first class, stationed on the U.S.C.G. *Oak*.

WILLIAM E. BERRY,  
U.S.C.G. *Oak*,  
Staten Island, N. Y.

I want to arrange a mutual transfer with anyone in the Boston District who would like to be stationed in the New York District. Any MM2c who is interested, please communicate with me.

ERNEST MEADS,  
U.S.C.G. 157,  
New London, Conn.

If there is any seaman, first class, between Norfolk and Florida who would like to arrange a mutual transfer, please communicate with me. My reason for desiring a change of stations is to be near my relatives. I will take duty aboard any class cutter or patrol boat.

CARL J. LIEBL,  
U.S.C.G. *Shrub*,  
Bristol, R. I.

If there is any seaman in the New Orleans or Jacksonville Districts who desires a mutual swap to the Cleveland District—with transportation paid—please get in touch with me. I would like to be nearer my home.

JAMES C. FRAZIER,  
U.S.C.G. *Cherry*,  
Buffalo, N. Y.

DEAR SIR:

If there is any seaman who desires to arrange a mutual transfer, please have him communicate with me. I want to get out of the Boston District.

HARRY M. McCORMACK, Sea2c,  
U.S.C.G. *Shrub*,  
Bristol, R. I.

If there is any seaman, second class, desiring a mutual transfer to a cutter in the Norfolk District, please get in touch with me. I want to get in the Chicago District.

A. F. BREITENFELDT, Sea2c,  
U.S.C.G. *Mistletoe*,  
Portsmouth, Va.

I am a seaman at the Monmouth Beach Life Station, New Jersey. I desire to arrange a mutual transfer with anyone in a southern district.

W. S. CRATON.

I am a seaman at Monmouth Beach Life Station, New Jersey, and desire to arrange a mutual transfer with anyone in the Chicago District.

FRANK HUSCIO.

I am a seaman at Monmouth Beach Life Station, N. J., and desire to arrange a mutual transfer with someone in the Cleveland or Chicago Districts.

WILLIAM E. HALL.

I desire to arrange a transfer with any seaman, first class, in the St. Louis District who desires to do duty aboard the Cutter *Boutwell*, Panama City, Fla.

MALCOLM JOHNSON.

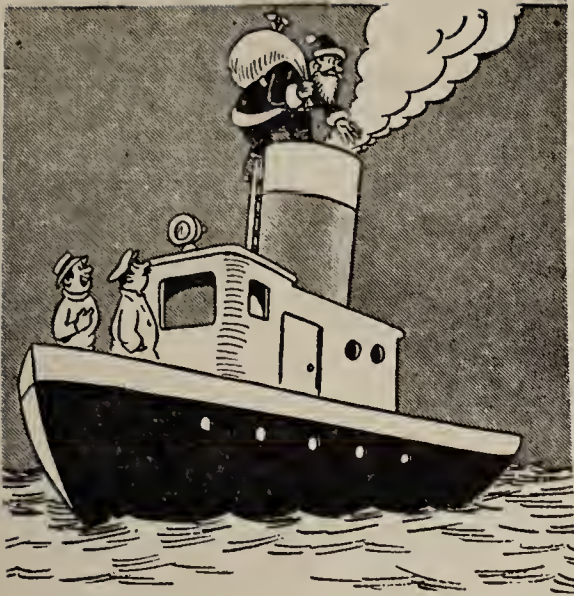
### SWISS NAVY

Data gathered at Zurich reveal that the Swiss Navy, long a target for jest, really existed and was scuttled when it failed to make good. Col. Williams, a British army officer having the qualities of a high-pressure salesman, persuaded Switzerland at the end of the 18th century that it needed a navy. He declared that the lakes of the country should be patrolled by warships, and he was commissioned to build a small fleet to protect Lake Zurich. Col. Williams adopted the title Admiral of the Swiss Navy. In 1799, when the French met the Russian and Austrian troops on the lake, Admiral Williams sent his warships into action. Angered when he found the battleground beyond the range of his guns, he scuttled his ships and left the country.

### NEMESIS

The *Nemesis* took the disabled motorboat *Marie* in tow from a position approximately 4 miles southwest of Anclote Light, Fla., and towed the vessel to Anclote Key, Fla.





"Good old Skipper! Always entering into the spirit of things!"

## PHILLY PHRAGMENTS

THINGS CONTINUE to move fast in Philadelphia, and it is becoming increasingly hard to keep up with events and to report those things which may be reported.

There have been several additions to the office force recently. The new men are: John Szakara, Ylc; Joseph Hajj, Radioman 3c; Herbert Wintroub, Radioman 3c.

Szakara reported from New York District, and is handling personnel at the office. Both Hajj and Wintroub have been assigned to standing watches at the new radio station, but will receive, in addition, training in the sealing of radios of belligerent merchant vessels entering the port.

Last month George K. Adams, Chief Yeoman, Maritime Service, was transferred to the office of the Commander, Cleveland District, to continue there his duties in enrolling candidates for training at the Maritime Training Schools. We kinda miss ole Ken around these parts. We have had a couple of letters from him, besides a post card or two, and from reports, he is kept pretty much on the move. So much so, in fact, that the lad has got himself a trailer in which he and Mrs. Ken travel around the country. We don't know much about the

trailer, but it anyone has the idea Ken is going to freeze to death out in that section of the country this winter—well, they just haven't tasted any of Mrs. Adams' vegetable soup. That soup will keep a body warm for two years, and we speak from experience.

The new radio station is in full commission now and everything is proceeding nicely thereabouts. The station is a radio-telephone station only, but it is fitting in nicely with the organization as it exists at present in Philly. The watches are maintained by rated radiomen, and we are in constant communication with the units in this particular area.

There have been several advancements in rating on the *Lilac*, which bases at Edgemoor, Del., but we are unable to report them here because we don't know who the men are, or what the ratings are. The reason for mentioning it at all is that there appears to be an open field for someone on the *Lilac* to associate himself with the Magazine and make such things known. The *Naugatuck* has a representative aboard, so why not the *Lilac*?

## WILSON WINS

Gunner's Mate Melvin O. Wilson, U.S.C.G., turned in the high score (298 of a possible 300) in the annual National Capital Pistol Matches in Washington last month. Wilson shot on the Curtis Bay Depot team, which finished third.

The Quantico Marines won the match, with the Organized Army Reserves in second place. The Fort Myer Cavalry team was fourth and the Marine Corps team from the Naval Academy finished fifth.

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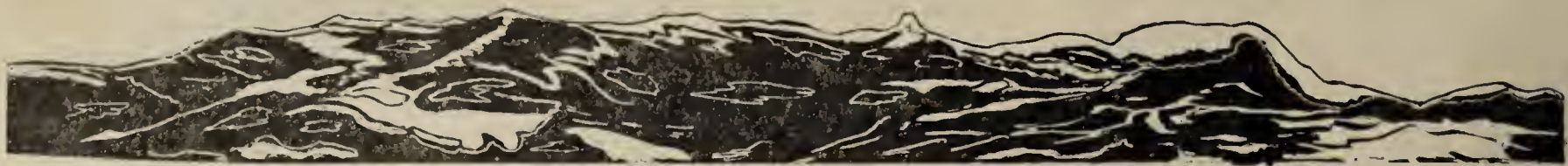
# WHITE CAPS *a n d* SEA BREEZES

PUNS AN' CAWFEE

RIDDLES AN' SYRUP

SPEECHES AN' SCREAM

By HEINIE



**D**RUNK: "Where's the corner of Sands and Jay Streets?"

Cop: "You're standing on it."

Drunk: "No wunner I couldn't find it."

Amanda and Cynthia, spinsters, seated in a street car. Two gobs hanging on a strap. "The next corner is our corner," said Amanda to Cynthia, "but when we leave the car we'll back out because I heard one of those sailors say to his friend, 'When those two old gals get up, let's pinch their seats.'"

How about the dumbell who went down to the railroad office to express his opinion?

There's a wooden box ready and waiting for every boob who tries to pass everybody else on the road with his benzine wagon.

It burns us up to see the mugs of some of the halfwits who run their jibs in their advertisements. If they would insert them in the rogues' gallery,—well, now, that again would be something else. They might be all the world to their red-hot mammas, but they look like the tenth part of a plunk thrice computed to the rest of the public

Mrs. C. P. O.: "I wish you wouldn't speak when I'm interrupting."

Speech is the index of the mind.

The people who occupy the soft places are often the ones who think this is a hard world.

Pat Kelly: "I see by the paper that a widower with twelve children has just married a widow with nine children."

The Hound: "That was no marriage—that was a merger."



PARKER

"Hey, Snorky! Don't forget to bring me back a cold one."

Away back in 1908, on my boot cruise, I was sitting on a rock above Amoy, China. Taff Williams, H.M.S. "Robin," joined me. We conversed a while and I used some slang word Taff did not understand. I explained it to him. He replied, "In England we have no slang,—would you moind letting me 'ave a fag?" That meant a cigaret to a guy that used so slang. Just then a big brown butterfly flew by. "Gosh," he chirped, "that's a big butterfly; bigger than we have in the States." Taff replied, "In England we calls 'em flutter-bugs, but for short we call 'em flugs." No slang? What the hell!

A wartime Coast Guardsman from the *Seneca* was having trouble in England, getting a steak with French fried potatoes. It seems the Britons go more for boiled and roasted beef. Finally, he got his order and a British gob thought it looked good and ordered the same. After a few bites, he asked, "Wot is this called?" The Yank replied, "Steak and shoe string potatoes." The Briton ate and enjoyed. Upon departure he marked, "Yank, I'll always remember that you taught me a new dish, beef-stike and boot-lice poteyetos."

Here's a sad case of mistaken identity, as related by Water Thinder Paddy Shanahan: "It was a Sunday marnin', with none too much traffic out. It was meseilf as was walkin' across the Brooklyn Bridge from the Brooklyn side to the Manhattan side. About 200 yards away I see my old friend, Tim Minehan. I wave to him and shout, 'Hello there, Minehan!' He replies in kind with a hearty, 'Hello there, Shanahan!' We walked toward each other until we got within a few feet of each other, when we saw it was nayther wan of us."

The boot from Oklahoma was sighting in for the first time on Greenwich Village. In one of those supposedly Bohemian joints he asked a waiter, "Be this Green-witch Village?" Replied the waiter, "Yeh, but we call it 'Grennitch.'" "Waal," chortled the boot, "gimme a hem sennitch."

"Do you want these oranges in a bag?" asked the clerk. "No," replied Clarence, off the pickle boat, "I want to roll 'em down to the dock one by one."

Salty: "Gimme a cuppa cawfee."

Waitress: "How do you want it?"

Salty: "In a cup."



"HEY, SNORKY! Those people from Honolulu you asked to look you up if they ever came to Staten Island are comin' up the gangway!"

Said Preacher Cox to Deacon White, "At las' night's prayuh meetin' some membuh of dhe congugation done stole mah ovah-coat. So at dis mawnin's suvices Ah's usin' as mah text, 'Dhe Ten Commandments.' Now, Deacon White, Ah want yo' all to sit facin' dhe congugation. When Ah gits to dat 'Thou Shalt Not Steal,' Ah'll make it real impressive and fo'ceful. Ah'll hesitate and repeat, 'Thou shalt not steal.' Deacon, yo' keeps an eye on all dhem faces and when yo' spots a man wif a guilty look, dat's dhe man whut stole mah coat."

Agreed. Preacher Cox started on the ten commandments, but, after a few of them, he launched into his sermon.

"Pahson," said Deacon White, "Yo all nevuh did say dat 'Thou shalt not steal.'"

"It was unnecessary," replied Preacher Cox, "because when Ah got down to dhe Seventh Commandment Ah suddenly realized wheah Ah'd left mah overcoat."

Every cuss driving an automobile, with booze under his hide, is a potential murderer.

If Big Jawn Lewis had made one more speech, F.D.R. might have carried Canada too.

## AFTERMATH

Mary had a little lamb,

It soon grew up to mutton;

Every time it wagged its tail

You'd see its Willkie button.

## ANALOGY

The train stopped at a small Virginia town.

On the platform was a Negro mammy, a tray of fried chicken balanced on her head. As the train pulled out a group of college boys, returning from a vacation, reached out and snatched the tray. A nice old lady passenger adjusted her lorgnette, smiled and said:

"Boys will be boys."

The train stoppe'd at a small Virginia town.

On the platform was a Negro mammy, a tray of fried chicken balanced on her head. As the train pulled out a group of sailor men, returning from a furlough, reached out and snatched the tray. The nice old lady adjusted her lorgnette, frowned and said:

"These roughneck sailors!"





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## CAMELS

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## PRINCE ALBERT

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